

MAX FAX



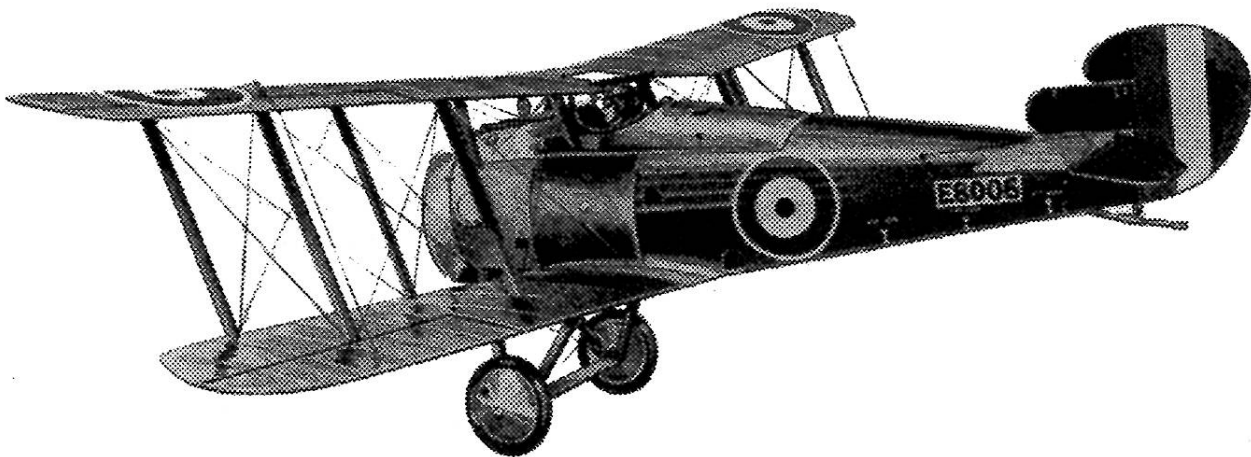
Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

SEPTEMBER-OCTOBER 2001

SNIPE ISSUE



COMING ATTRACTIONS

- SEPT 22,23 2001** **FLYINGACES OUTDOOR CHAMPIONSHIPS** AMA National Flying Site
Muncie, Indiana - Contact Ralph Kuenz, Contest Director for more info at
14645 Stahelin Detroit, Mi 48223-3608 -- email -- rkuenz@ameritech.net
- SEPT 28,29 2001** **KUDZU CONTEST AT RAEFORD , NORTH CAROLINA.**
See flyer in last issue Lake flying returns.
Special Battle of Britain event
Contact Dave Rees 919-778-6653
- Oct 6,7,8 2001** **GATHERING OF TURKEYS '01 PENSACOLA, FA**
FAC events at this SAM Contest.
Contact Jack Bolton 850- 939-3354

November 2001 another Swap Meet Flea Market At College Park details to follow



Snipe Issue

Stew Meyers

This issue completes the review of the Guillow's "WWI" series and marks a return to the WWI theme. We will continue in this mode until we receive other material or some else volunteers to do an issue. This last Guillows's issue, like the first on the Halberstadt, features other treatments of the mark. When I open my Snipe file several old Xeroxes of MAN plans and articles jump out at me as well as a couple of MAP plans and three views. I'll present some of the MAN stuff here.

The Wherry rubber plan is one I came across twenty odd years ago when I would meet Tom, Pat, Rolf, and other Maxcuters at the newly opened NASM library and delve through old mags. I also picked up the Hare article at the same time. Tom and I both built the "Nakajima 96" Claude from the same issue (Nov. 1945).

In the old days we simply re-xeroxed these plans for the old MaxFax. Computers, scanners and graphics programs have upped the ante today. So I checked with our staff photographer and archivist, Tom Schmitt, and found he had the issues that I was interested in. I have tried to reproduce these articles as they appeared in MAN with a change in fonts to make them more legible after first scanning them and removing the yellowing effects of age. Do you realize that the original font size in the mags is 8?

Of course the Guillow's plans are presented here. I had hoped to complete the Snipe before publishing this issue. Dave Cowell sent me a Snipe kit to review. But when I started to build it, I did not like the laser cut parts. I scratch built the Camel instead with exact fit razor cut parts. When I wrote Dave about the kit; he said he would redo it. He really has been constantly upgrading his kits. Since he custom makes only a few at a time he can do this. I recently received a Pfaltz D12 that was markedly superior to the Snipe in several particulars. The plans has always been good, but now the tissue and even the box were improved. Both the laser cut parts and strip wood appeared to be up to snuff. I have recently received the new Snipe laser cut parts which look pretty good and am building it to review in this issue.

The Snipe is best described as a Camel on steroids. It is no longer as "cute" as its predecessors, but rather purposeful with is double bay struts and double the horse power. Its barrel chested visage presages the powerful radial engined GeeBees, Brewsters, Grummans, Severskys, and Republics of a later age. The Hare article has two photos switched the top photo is the Salamander and the bottom right is the single bay prototype. See [Profile #50](#) and [Windsock Datafile #46](#).

The Wherry plan is not too bad for the era and has no glaring deficiencies. The Guillow's kit is really pretty good, but the cowl is short and the fuselage ahead of the struts is really part of the cowl.

PHOTO PAGE

MOST PHOTOS ARE FROM THE FAC FUN AT
GENESE0 IN JULY
PHOTO CONTRIBUTORS ARE NOTED

1. Our Editor in Chief, Stew Meyers with his latest Guillows a Sopwith Camel and a pretty good flyer, a first at the Brainbusters in May.
2. Bob McLellons great looking Mustang in British markings.
3. Now this one is different, Joe Barish always finds the rare ones for FAC Power; this time a Republic Seabee in Israeli markings.
4. A One, a Two, the new dance step craze at the FAC being led by Ralph Kuenz in the middle.
5. A nifty Arado by Dan Kranis in FAC Power Scale with a McCoy diesel for power.
6. Dr. Bill Harris brought his rubber powered B-36 all the way from Hawaii to join the fun, an ambitious project. A single rubber motor in the fuselage drives the props through bevel gearing.
7. Jack Moses was inspired to build this tri-motor FAC Scale Blohm & Voss after seeing our old friend Nick Ropar's fly in New Mexico.
8. Stew again with his Old-Time Power model of a 'Powerhouse' which uses the Pico Timer with its Micro -4.

ELECTRIFYING NEWS

Dave Rees (HI-Line) is now making and marketing the 2 gram electronic *Pico Timer* that I published a year or so ago. \$13.95 buys you the ability to fly at what ever power setting you care to charge the battery to and limit the run time to between 15 seconds to 2 minutes. It will easily handle up to 5 amps.

A Mini-6 with 3 x 100 mah nicad cells, the timer, a charge jack, and a K&P 5.5" prop weighs less than the old K & B Infant Torpedo and produces about the same power. However the Mini-6 will never fail to start and the timer means that you won't have a fly away from over filing the tank. There are lots of old FF designs that would be very happy with this combination. I am flying a Bambino.

Three 50 mah nicads, a Micro-4 with a Union prop, and timer will give a Lidberg FF mini replica a real gas like zooming climb on a peak charge for however long you dare set the timer (more than a minute is foolhardy and your DT better work) This kinda stresses the ol' Micro-4 and the Nicads at nearly three amps, but boy does it move out. You need a Micro-4 with out a prop adapter and you need to drill out the Union 3-1/8" prop from (1mm) to fit the (1.5mm) bare shaft. John Worth's 3-1/4" "Firecracker" props will also work with out drilling. Any larger prop on 3 cells will burn out the motor without producing any more power. 3 Nimh cells will produce slightly less zoom and less stress on the system, not to mention several flights.

Notes on building the DPC SNIPE kit *Stew Meyers*

I built the fuselage over the plans in the traditional half-shell method. The parts fit pretty well, at least as well as I remember the Guillow's did. The fuselage former notches were a little generous for 1/16th sq. This meant one could route the stringer in a straight line and shim for fit. The side keels are not provided but rather are treated as stringers. Only a couple of minor discrepancies arose. L-5 the piece over the lower wing need to be a 16th longer to fit well to former # 5 and former # 4 was about 50 thou too narrow on each side. I shimmed the horizontal keel stringer out to make a smooth curve. My stringers at the tail did not form a good platform for the stab, so I added a piece of soft 1/16th sheet on top of the top stringer on each side of the keel. This stood slightly proud and I carefully sanded this horizontal with respect to the fuselage.

While assembling the fuselage, another discrepancy in former #4 became apparent. The DPC kit had modified the trailing edge lower wings to end at the fuselage, whilst the leading edge and spars join at the center line per the Guillow's design. The bottom keel was modified to accommodate this, but former #4 was not, it is the same as the Guillow's design. As a result I made the bottom wing like the Guillow's kit with the trailing edge meeting at the center line and modified the bottom keel to match in order to use the existing former #4. In either case there is nothing on the bottom wing to mate with former #4. There is a 1/4 inch gap between the rear spar and former #4. It is easy to add a span-wise beam between the root ribs to match this and provide a load path for the rear spar to something solid on the fuselage. Another span-wise beam is installed in the vicinity of the rear undercarriage attach point to distribute the loads of hard landings.

The upper wing center section has the trailing edge reduced in width (not a bad idea), but the ribs that attach to it have the trailing edge notch cut per the Guillow's design for the wider section. I replaced the laser cut trailing edge with a piece of balsa the same size as the original Guillow's. I then cut it to the reduced section.

DPC has a more rational rib spacing in the wing and fewer ribs; which practice I followed. The wing ribs had notches which varied in size, some were a little generous for 1/16th stock or not quite lined up right. That would have meant a sloppy rib to spar fit that I did not wish to fill with glue. I enlarged the spar slots to 3/32 and used 3/32 square spars. I also stripped some 1/16th shims in .010, .020, .030, &.040 and used them to make sure no rib joints gapped. A real "Dutchman's delight" this

is lighter and stronger than glue fill-ins for ribs that don't quite fit. The tip rib is the same as the Guillow's design, but the tip sheet parts are slightly less massive resulting in a gap at the trailing edge that again is easily filled with a bit of 16th sheet.

I added a 1/16 x 1/8 reinforcing strip to the ribs that had notches for the cabins and rear under carriage. The interplane strut notches were reinforced with pieces of 1/16 sheet per the Guillow's sketch. Of course the dihedral joint needed to be well gusseted.

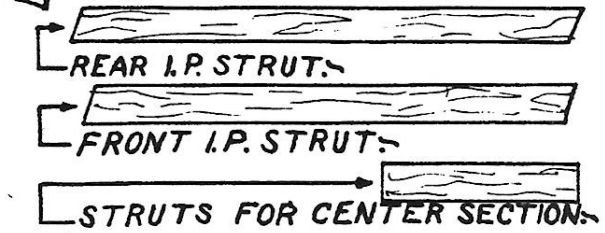
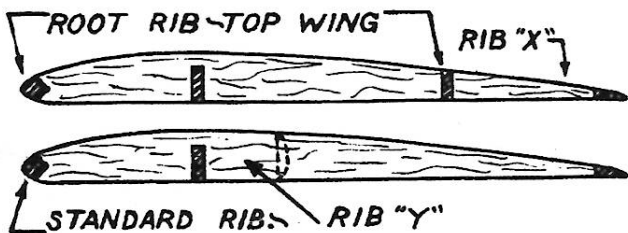
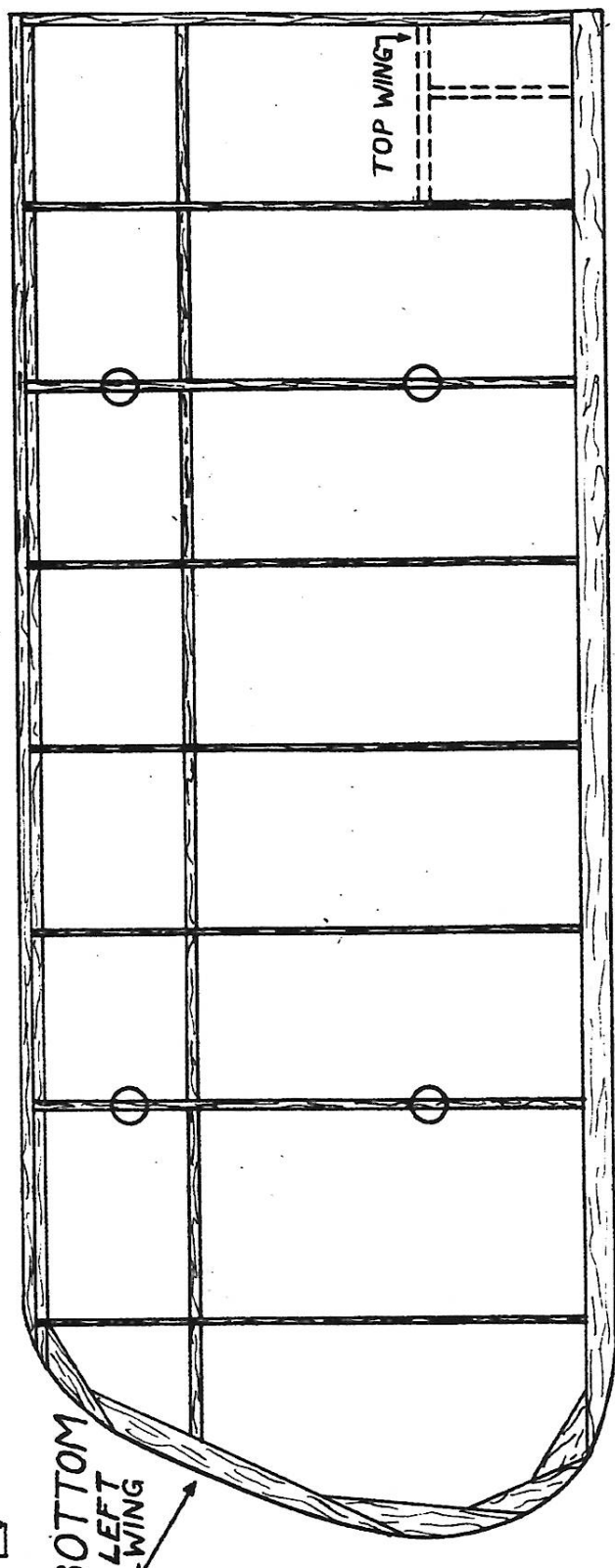
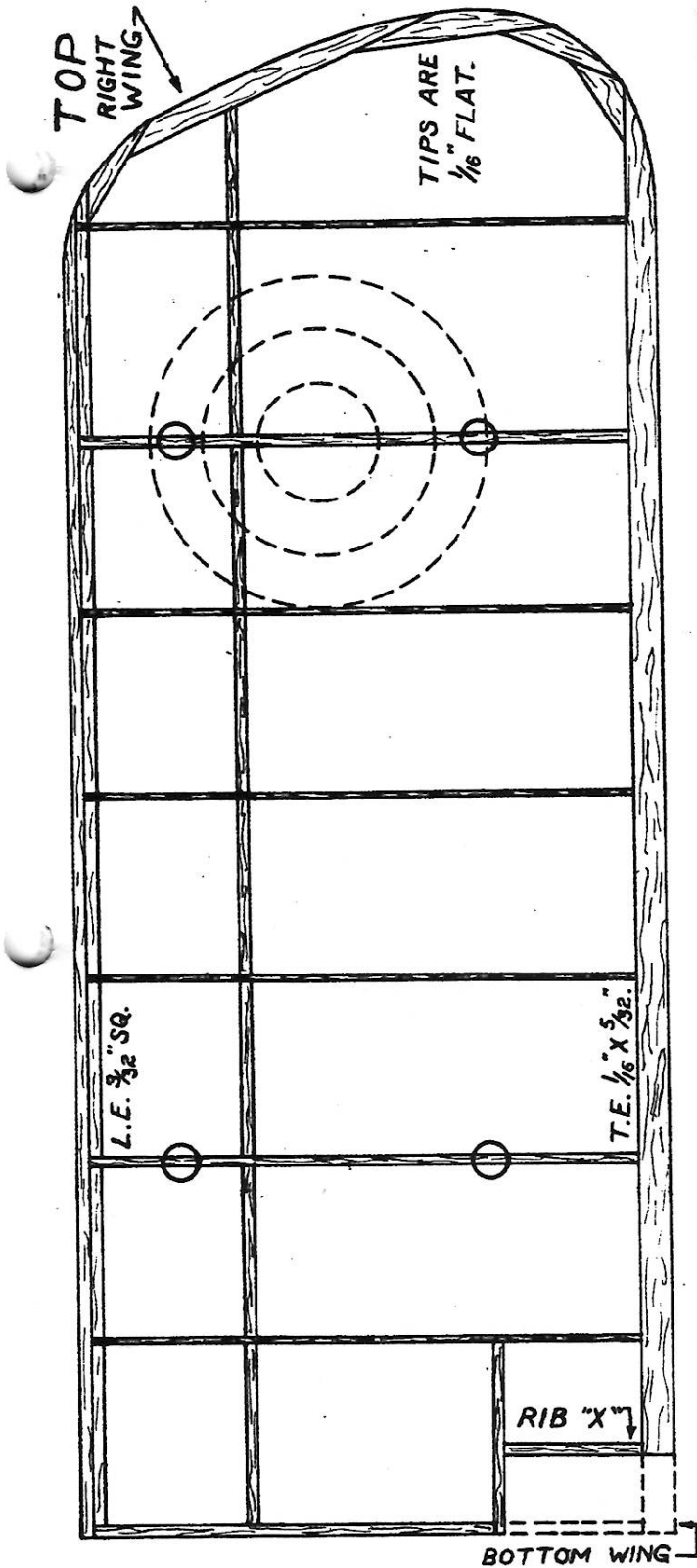
I used basswood, in lieu of balsa, for all struts. I did not end the cabins at the fuselage, but carried them through for easier length adjustment and improved strength. I built a simple wing jig to use Claude's method of gluing the interplanes to the wings first and then mounting the completed wing cell to the fuselage by the lower wing. The cabins, made about 1/4 " longer than shown on the plans, can now be inserted into their notches and adjusted for length by sliding the surplus into the fuselage. When in the right position tack them into place with Ambroid, add crossbraces in the fuselage, and thoroughly glue in place.

I replaced the balsa undercarriage with basswood and used light weight fiberglass reinforcement for the joints. You can make neat non-raveling fiberglass patches by laying a piece of 3/4 oz fiberglass over a piece of glass and coating it with thinned nitrate dope. When the dope dries, it can be peeled up. You can now cut small neat patches out of it, which don't unravel. It is easy to align the fibers for maximum strength. Either Ambroid or Cyano will dissolve the dope when applied, penetrate the cloth, and adhere it. I also replaced the balsa disk wheels with Lindsey Smith vacu-formed wheels.

The vacu-formed cowl is a bit light if you desire to make this ship rubber powered. I decided to use it anyway since I planed on using a Kenway motor. Of course you want to move the rear peg forward two bays if you are using rubber, make a hard balsa cowl, and make the nose block out of plywood.

Back to the DPC kit. Some improvement of the accuracy of the laser cut parts is still desired. It is possible to get line contact fits with properly cut parts, but it takes a lot of work to get the laser cutters to do this and requires CAD drafting of the plans and parts. DPC is not up to this ideal level yet. It does however well represent the construction of the original Guillow's kit. Most of my construction tips will apply to the original kit.

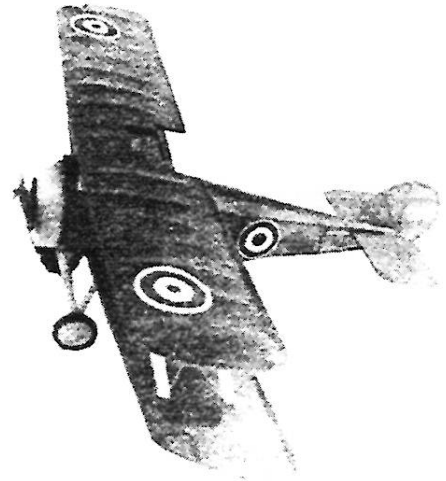
The bare piece parts weigh at least twice as much my Camel's did, begging the Snipe to be redone with smaller section lighter construction, but that's another article for another issue.



You fellows who still enjoy building scale models of World War I aircraft will now be able to build a flying model of the ship acclaimed by many as the finest of all fighters of, that time. As far as the author knows, this is the first time flying scale plans for the *Snipe* have been made available in this country.

Here are a few reasons why the *Snipe* was such a fine fighting mechanism. It was developed after the successes of its forbears, the *Pup*, *Tripe*, *Camel*, etc., and was originally equipped with a 230 hp Bentley rotary; later with an A.B.C. radial engine. The *Snipe* could do at least 135 mph, climbing better than 1000 ft. per minute. The ship was very maneuverable and possessed fine visibility because of its open center-section in the upper wing.

Just one instance of the *Snipe's* excellence is the occasion in which Col. Billy Barker once found himself when on a lone patrol. The Canadian Ace ran into one of Jerry's flying circus outfits numbering 60 fighters, and not to be outdone he fought an outstanding battle shooting down 7 before serious wounds forced him to withdraw. Yes, the *Snipe* was a mighty fine fighter and when it appeared at the front in the spring of



FIGHTING SOPWITH SNIPE

Famous Snipe in model form offers detail and flight to builders

by **JOSEPH H. WHERRY**

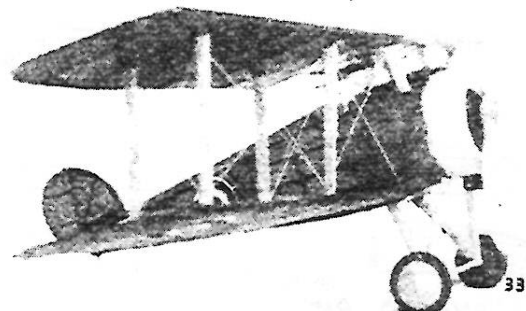
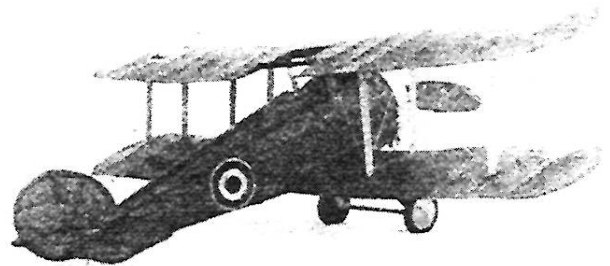
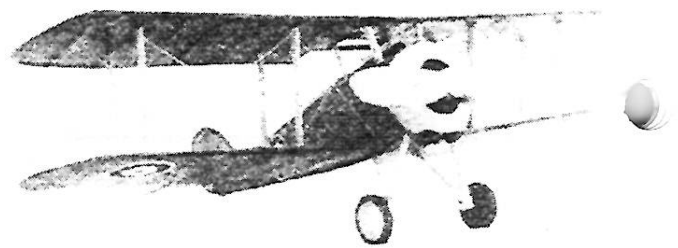
1918, the Huns were just as unhappy about it as they recently were about the new P-47, P-51 and *Typhoon*.

So much for background. Now let's get down to facts, and turn out some models of this fine British fighter. If the following instructions are implicitly followed there is no reason why you can't have a beautiful, fine flying model of which you can be justly proud.

First of all you will be well repaid if you study the plans before starting construction. Take your time and be accurate from start to finish. Construction is all balsa except where noted in the text, and all dimensions can be determined by placing a ruler on the part in question.

The fuselage is constructed simply by building directly over the plans and the sides are of 3/32" sq. balsa. Form the basic frame by cementing these two sides together, beginning at the rear and working forward using crossbraces also of 3/32" sq. stock. Note also that the large gusset which forms the base for the lower wing is also cut from 3/32" flat stock. This gusset also adds strength to the fuselage at points where landing gear struts join. Formers 1, 2 and 3 are side formers (make 2 of each) and A, B, C, D, E and F are for top of fuselage (make 1 each of these). All formers are cut from 1/32" flat stock except A, B, C and 1 which are of 1/16". These are placed as indicated and the 1/32" by 3/32" stringers are cemented in the notches. Add the small vertical gusset near rear of the fuselage and on each side of same. A 3/32" diameter hole is drilled in each of these gussets and a 3/32" diameter hardwood dowel is placed here to act as the rear motor hook.

The cowling is built up of 1/8" sheet disks; the diameter of these disks can easily be obtained by measuring outward from centerline with a ruler or dividers. These disks should be laminated together with a liberal quantity of cement and clamped together and allowed to dry. Note that the second disk from the front is solid except for the 1/4" diameter hole for the nose plug. The nose plug can be of a standard commercial



type purchased in most model shops, or it can be built up from sheet stock. The space between the B and C formers is covered with a heavy grade bond paper after the cockpit outline has been cut from same. Now cut the 1/16" length of balsa from the rear vertical of the basic framework. This small portion is removed to allow the horizontal tail planes to be cemented in the position shown on the dotted lines of the side view. When you have gone over the entire fuselage with fine sandpaper, it is finished and ready for covering. You may as well carve and sand the cowl to shape at this time; however, do not cement it to fuselage until the latter has been covered.

Tail surfaces are made next from 1/16" flat balsa. The elevators are of simple design and built directly over the plan on Plate 1, as is also the rudder. Width of the various members can be determined with ruler or dividers. Use plenty of cement, and when dry neatly sand both members and streamline the front and trailing edges.

The wings are built directly over the plans on Plate 3. Leading edges are 3/32" square, and trailing edges are 1/16" by 5/32" as are the spars. Plans are given for the top right wing and the bottom left wing. By studying these plans it will be obvious that the only difference between the two wings is the small cut-out in the top wing at the root. Dotted lines are indicated so that complete top and bottom wings may be built directly over the plans. Rib patterns are given; make 20 standard ribs of 1/32" material and 6 of 1/16", using the heavier for the strut ribs and the lighter for the remainder. The root ribs for the top wing are shorter than the rest and must be cut from 1/16" material. The centersection is shown on Plate 2; the outside ribs are of 1/32" material cut from the same pattern as the root ribs in the top wing; the short rib Y is shown by dotted lines on the standard rib pattern. All wing tips are built from small pieces of 1/16" flat balsa. With wings finished the various struts may be cut from 1/16" flat balsa. The interplane struts are of hard balsa and 4 of each are needed. Landing gear struts are best made of 1/16" flat hard wood and 2 of each are needed. Sand all struts to a streamline shape and lay aside. By now, the wings should be dry and ready for sanding. Streamline leading and trailing edges as indicated in crosssections of same on the rib patterns; also sand the tips to a neat smooth streamline.

We are now ready to cover the *Snipe*. The author's friend, Joe Hadsell, learned that a neat covering job can be obtained if care is taken to first lightly sand the entire framework. Also it is essential to have the grain of the tissue running lengthwise of the part being covered. Clear dope is the best adhesive and a very light and neat job can be accomplished with colored tissue. The model illustrated in the accompanying pictures is covered with olive drab tissue, clear doped with the exception of the tail surfaces which were water sprayed to prevent warpage.

The model may now be assembled. Fuselage is propped in place on workbench so as to be exactly

horizontal. Tail surfaces are cemented in place with care so that the elevators are parallel to the thrust line, and the rudder must also parallel the centerline of fuselage. The bottom wings are cemented in place making certain neither positive nor negative incidence is present and that a dihedral angle of 3/8" is allowed. Centersection struts are installed so they rest on the first stringer above the top longeron and splay outward as indicated on the front view. The centersection is cemented between the two halves of the top wing (here again allow 3/8" dihedral), and when this is dry the entire top wing assembly may be cemented to the center-section struts.

The interplane struts are next cemented in positions shown by the small circles on the wing plans (it is best to remove the small bit of tissue where struts attach so they may be joined to the bare balsa). Landing gear struts are attached as indicated and allowed to dry in place securely; while l.g. struts are drying prepare the spreader bar shown in the front view from a bit of 1/16" by 1/4" hardwood. A fine shock absorbing axle can be made as indicated in the front view by filing tiny slots (shown by dotted lines) in the front l.g. strut and by binding the music wire axle in place as indicated in front view. Install wheels which may be purchased in most model shops and bend tips of the axles up to hold wheels in place. Rigging wire (No. 60 black thread) is installed with a small needle. Place insignia as indicated. Sand cowl again and cement in place noting that the bottom rear of the cowl is concave when viewed from side. Portions of three cylinders are carved from soft balsa and cemented in place. Install details such as machine guns, windscreen, sights and bamboo tail skid and the model will be almost completed.

The author suggests the interplane struts be clear doped to create the impression of antiquated varnished struts. The l.g. struts may be doped cream color; likewise the cowl. Guns, tail skid, cylinders and inside of the cowl may be doped a dull black. Carve the propeller from a blank of hard balsa 1/2" by 1—1/8" by 6". Install the shaft of music wire after putting the nose plug and several washers on shaft and cement firmly in prop hub. Dope the tires black and wheel disks gray.

The original model flew on three loops of 1/8" flat rubber. Lubricate the rubber with a mixture of green soap and water before installing. Test the complete model by trying a few shoulder high glides into tall grass. Small weights placed in nose or tail will correct any diving or stalling tendencies. Likewise, should the model turn sharply to either side, a slight warping of the rudder will correct this.

If care has been exerted in following these plans and construction notes you may be justly proud of the resulting model. Remember, the Sopwith *Snipe* was one of the finest of all World War I fighters and as such deserves inclusion in your World War I tarmac. Good luck!

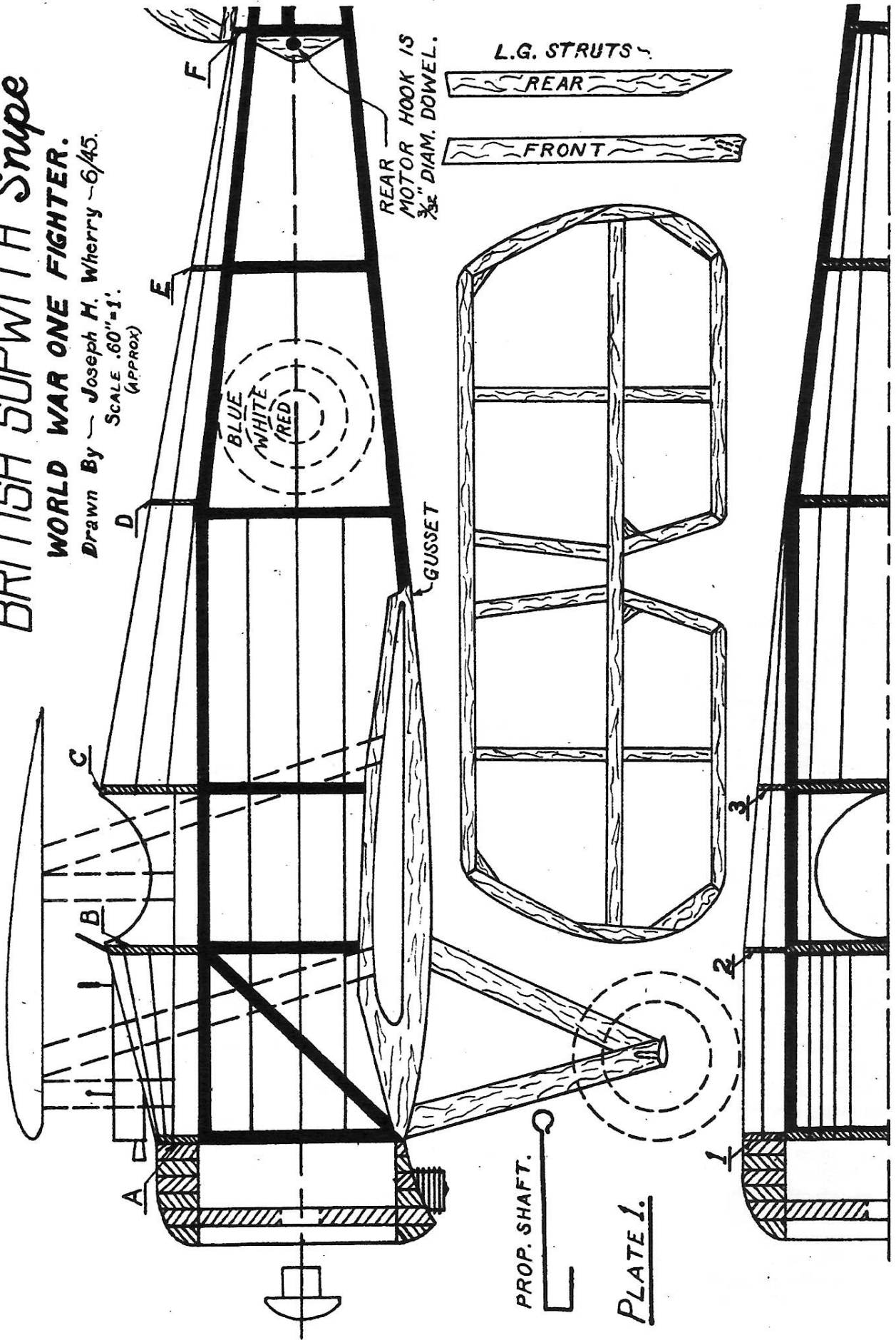
(The author believes a note to him in care of the Editor of M.A.N. will enable us to make available the models you wish to build.)

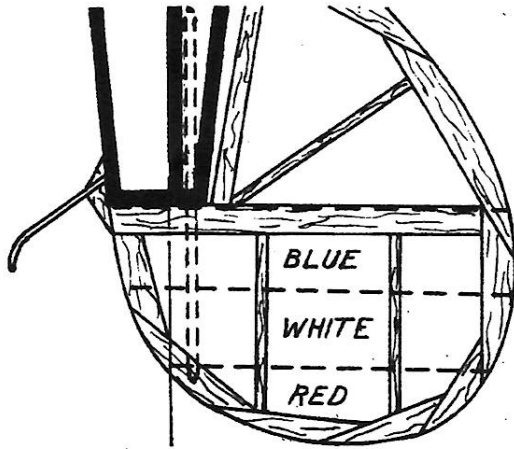
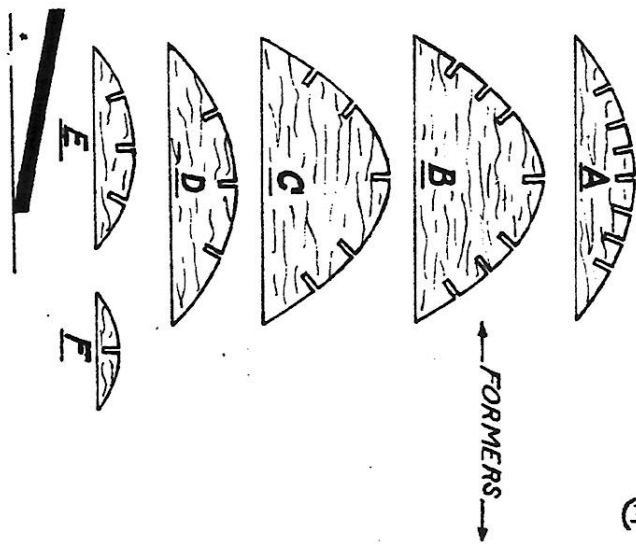
BRITISH SOPWITH "Snipe"

WORLD WAR ONE FIGHTER.

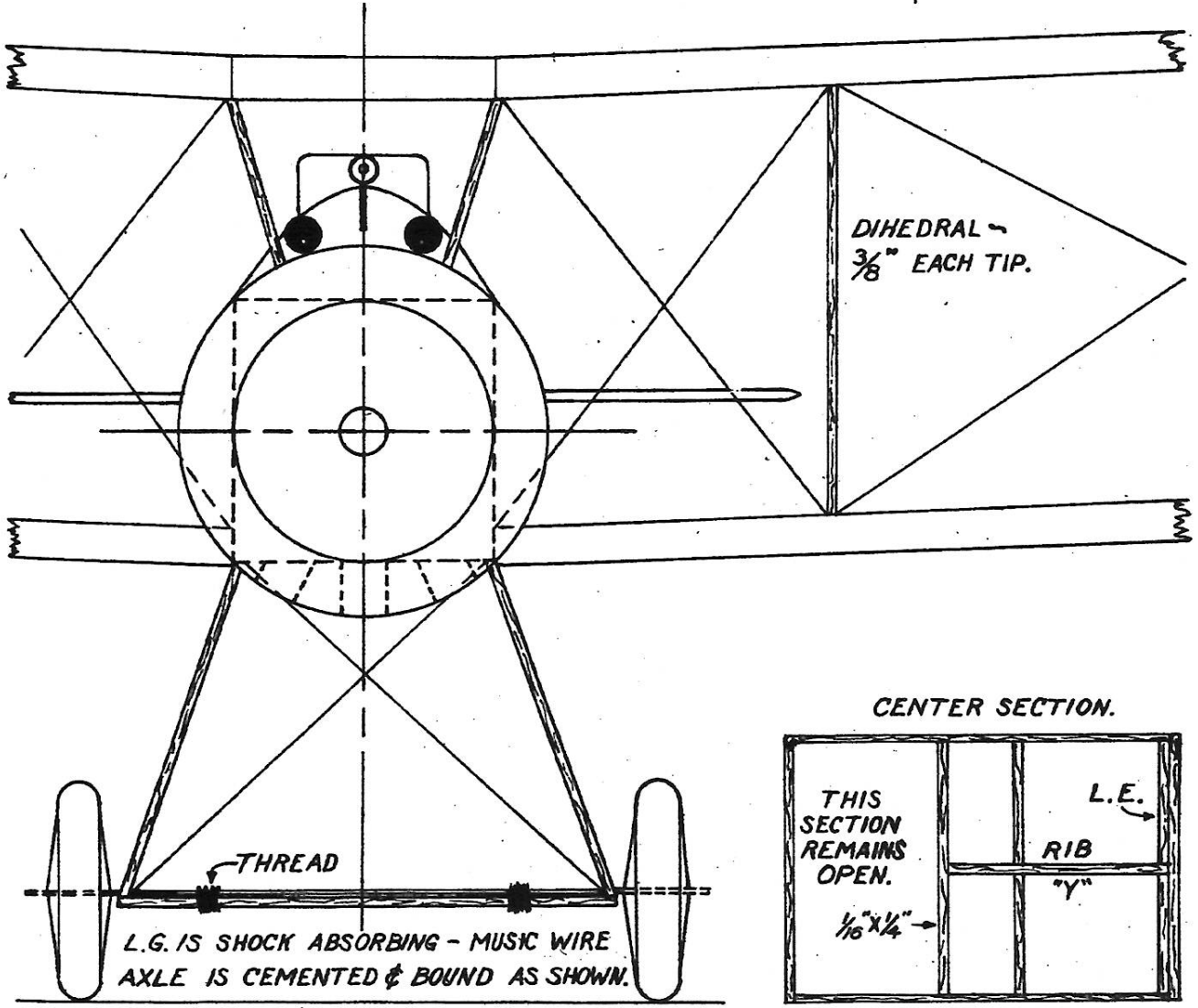
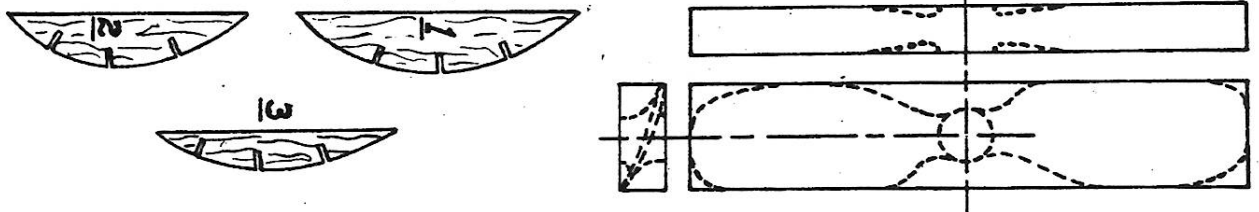
Drawn By — Joseph H. Wherry — 6/45.

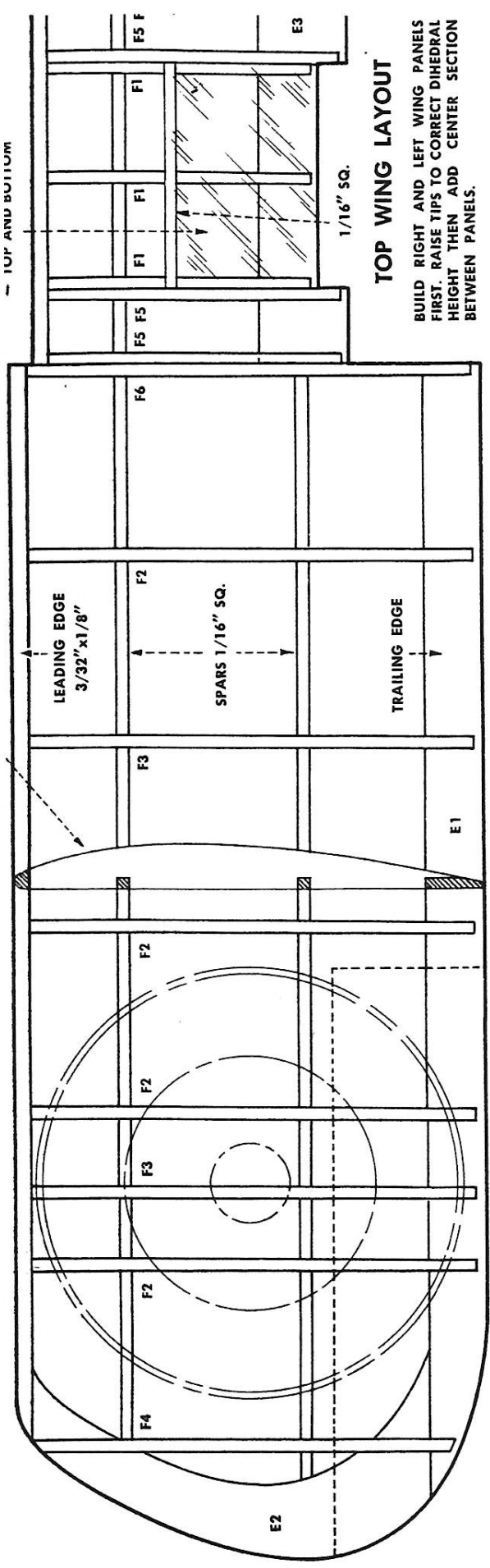
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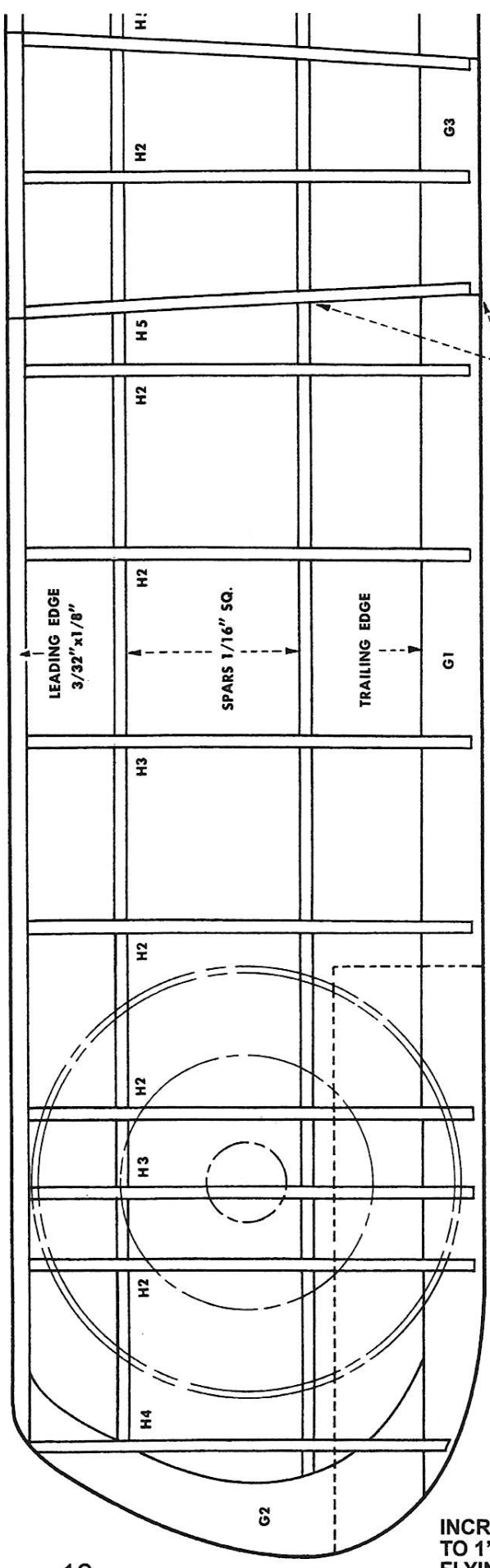


PROP. BLANK ~ 1/2" X 1/8" X 6" (SHOWN 1/2 SIZE)





BUILD RIGHT AND LEFT WING PANELS FIRST. RAISE TIPS TO CORRECT DIHEDRAL HEIGHT THEN ADD CENTER SECTION BETWEEN PANELS.



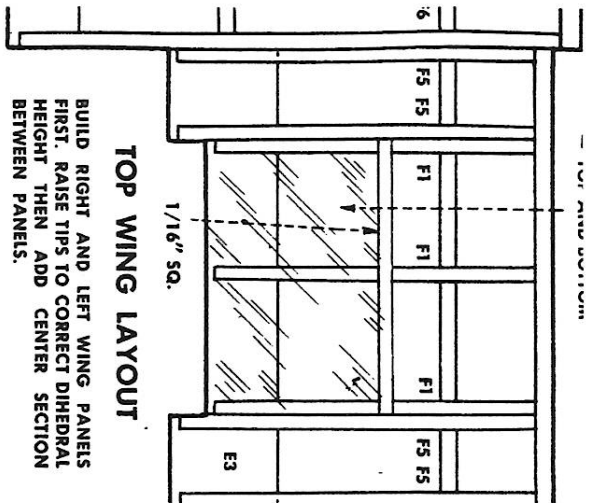
DO NOT CEMENT SPARS AND LEADING EDGE AND TRAILING EDGE TOGETHER WHERE JOINED UNTIL DIHEDRAL HAS BEEN ADDED

INCREASE TO 1" FOR FLYING

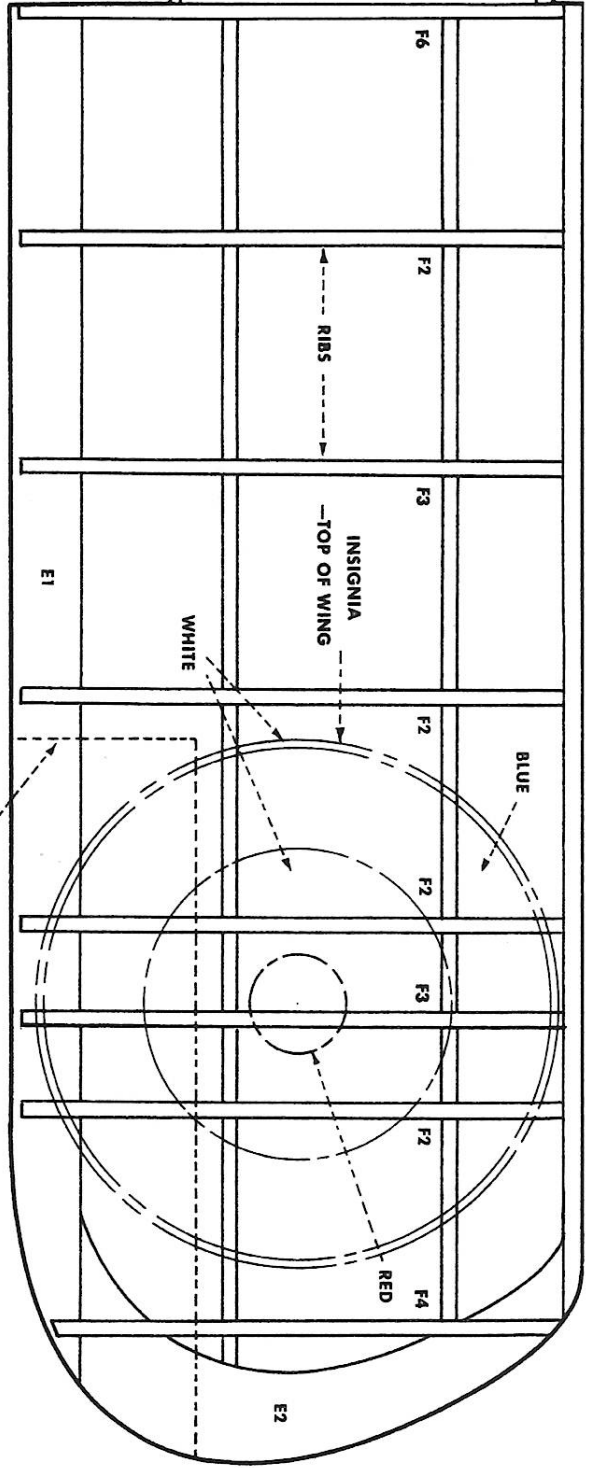
SCALE DIHEDRAL BOTH WINGS

NOTE LEADING EDGE TAPER TO WING TIP

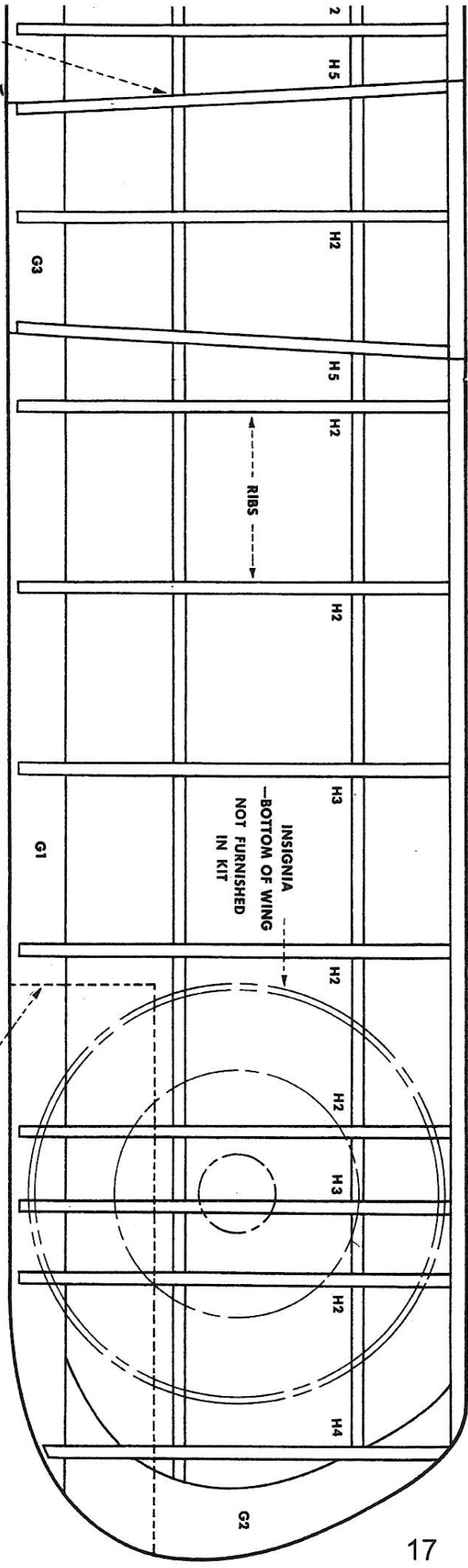
TR G EDGE—TOP WING



TOP WING LAYOUT
 BUILD RIGHT AND LEFT WING PANELS
 FIRST. RAISE TIPS TO CORRECT DIHEDRAL
 HEIGHT THEN ADD CENTER SECTION
 BETWEEN PANELS.



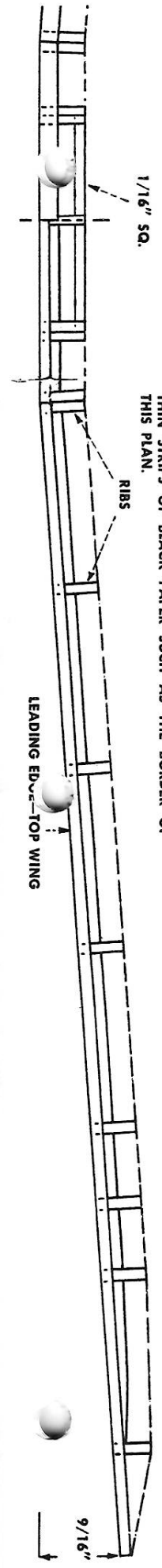
AILERON SEPARATION — TOP AND BOTTOM OF WING

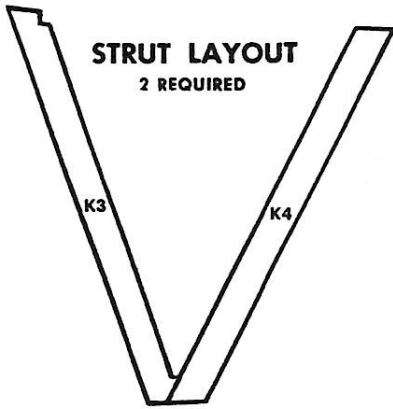


BOTTOM WING LAYOUT

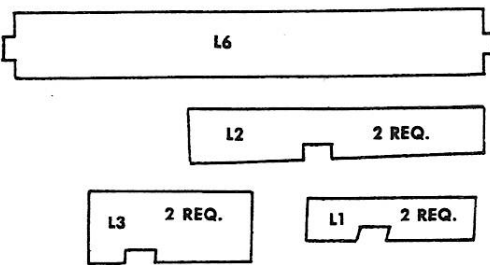
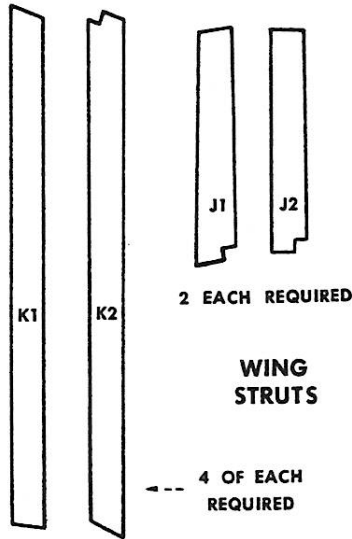
THE ELEVATOR, RUDDER AND AILERON SEPARATION LINES
 ARE TO BE INKED IN WITH RULING PEN OR BY APPLYING
 THIN STRIPS OF BLACK PAPER SUCH AS THE BORDER OF
 THIS PLAN.

AILERON SEPARATION — TOP AND BOTTOM OF WING

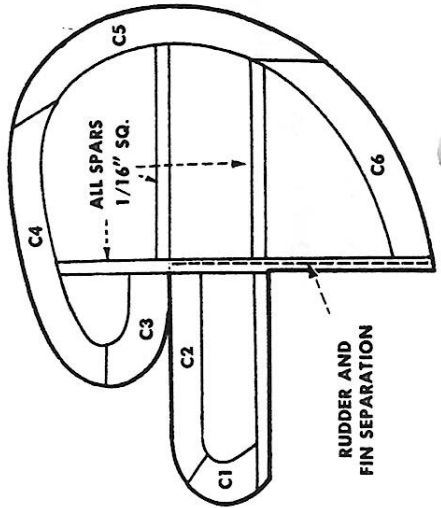
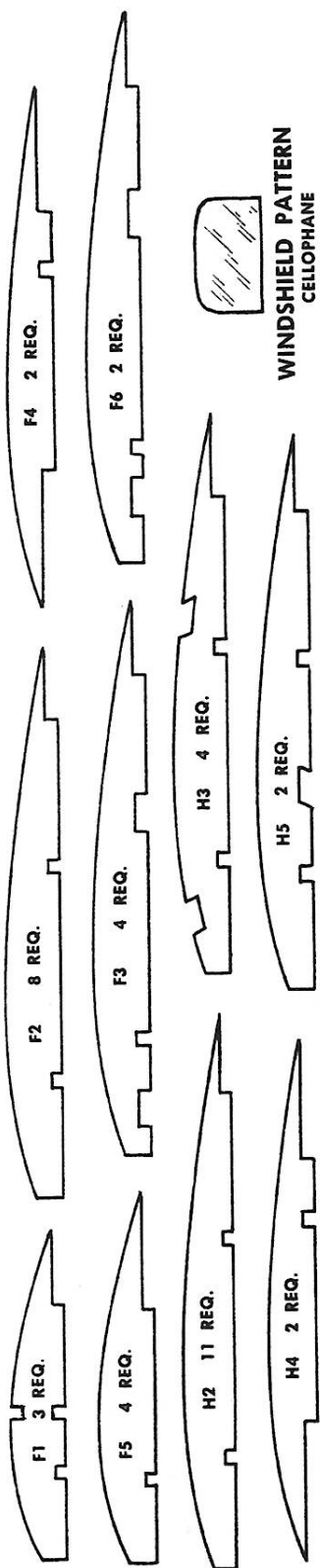




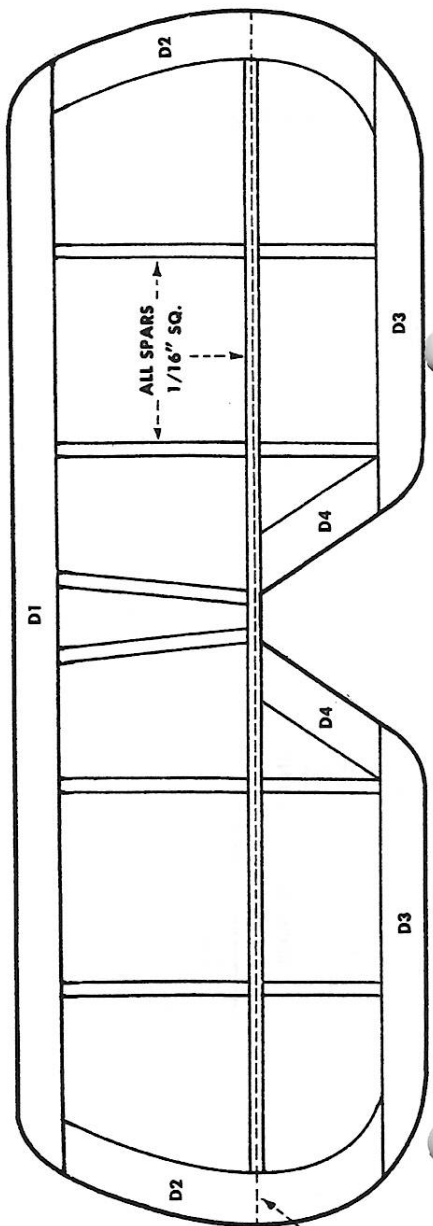
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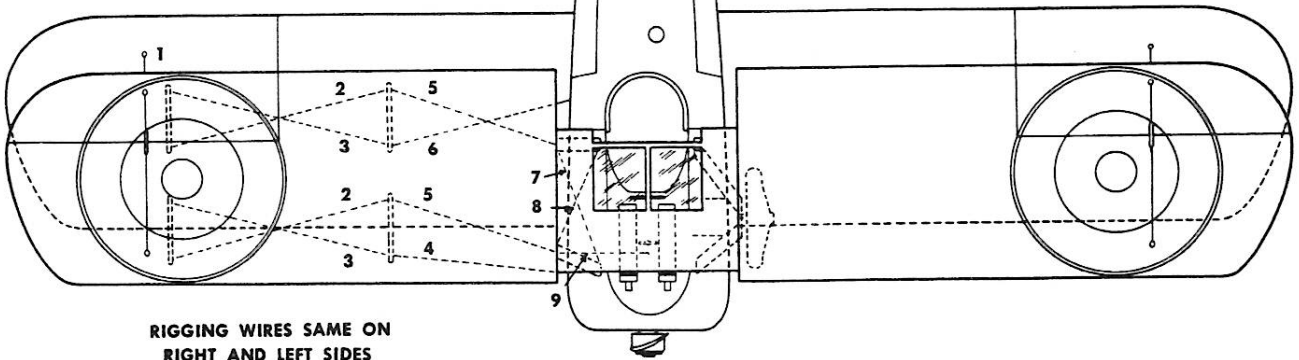
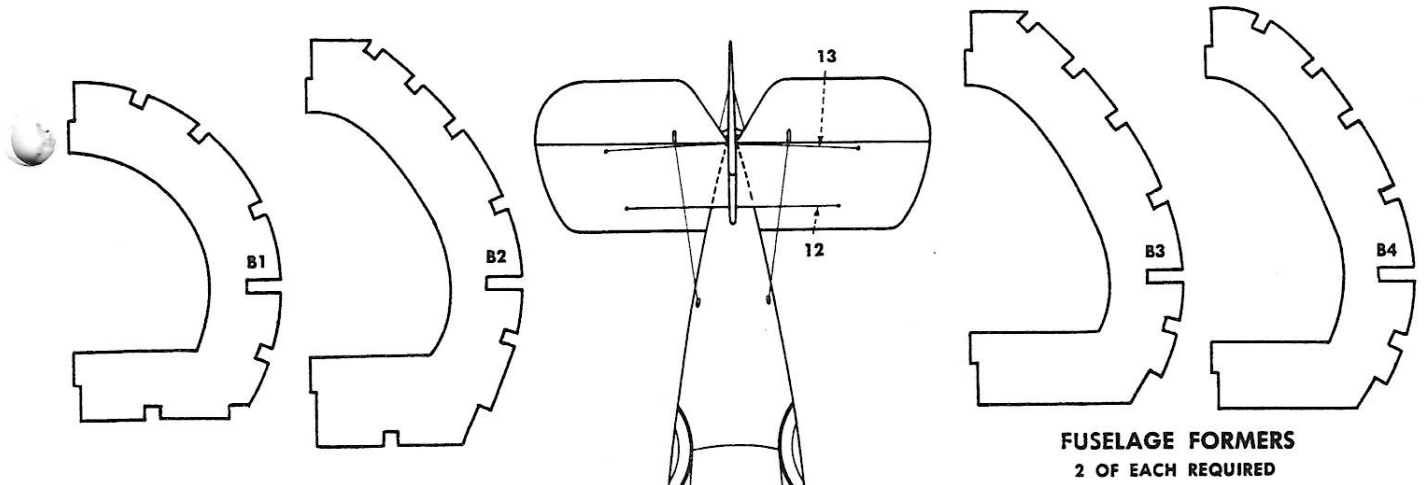


STIFF PAPER COCKPIT PATTERN

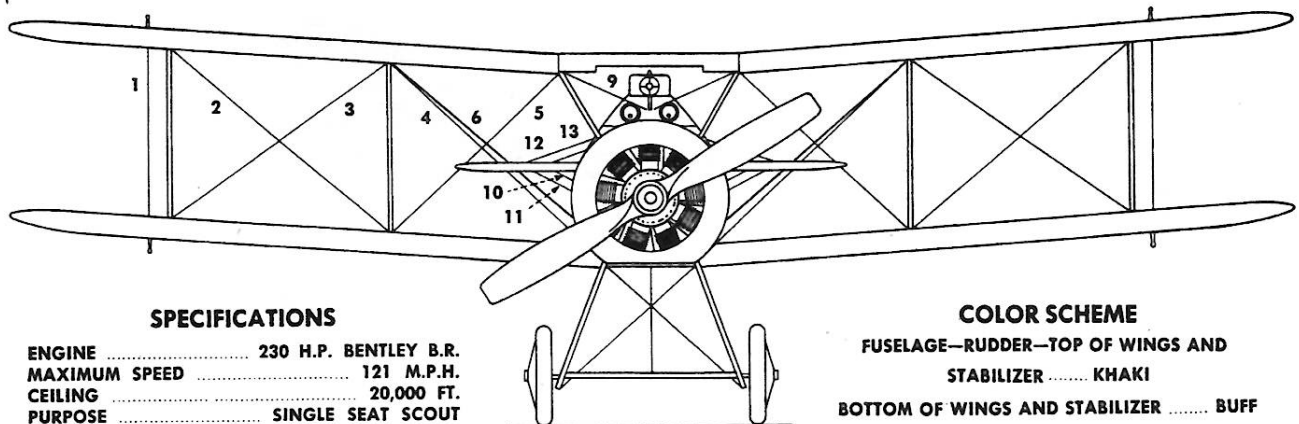


WING RIBS





FULL SIZE WING SPAN 30'-1"

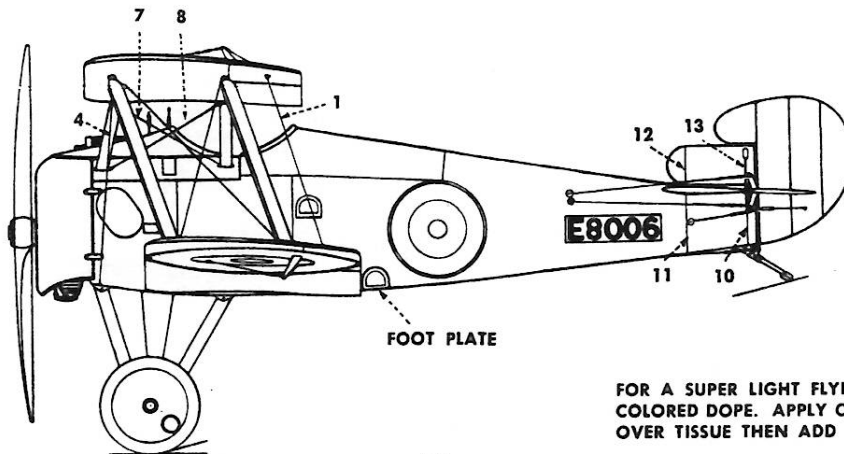


SPECIFICATIONS

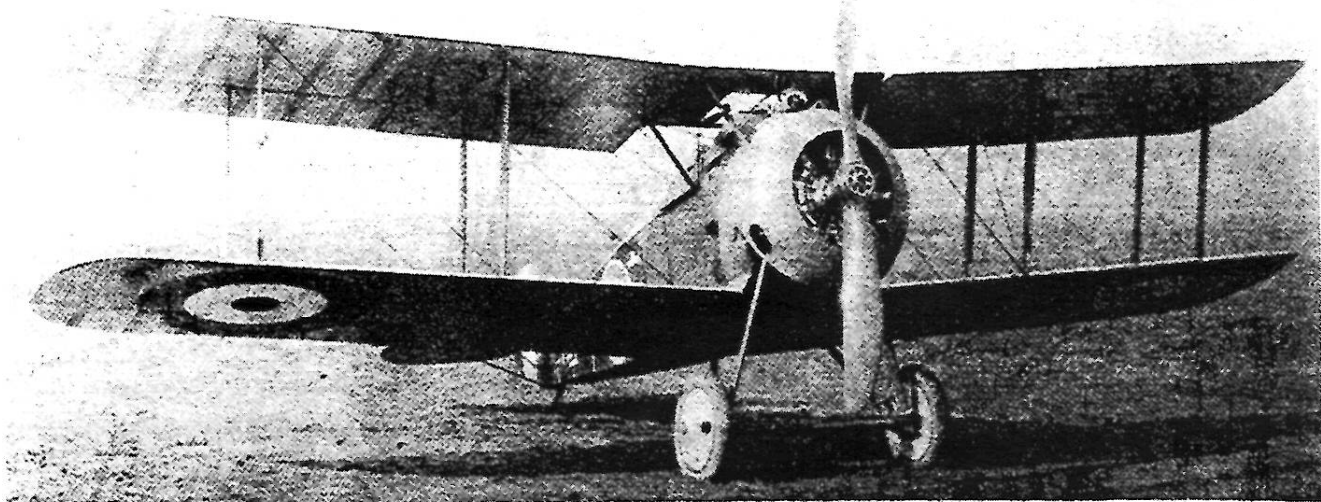
ENGINE 230 H.P. BENTLEY B.R.
 MAXIMUM SPEED 121 M.P.H.
 CEILING 20,000 FT.
 PURPOSE SINGLE SEAT SCOUT

COLOR SCHEME

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



FOR A SUPER LIGHT FLYING MODEL, DO NOT USE COLORED DOPE. APPLY ONE COAT OF CLEAR DOPE OVER TISSUE THEN ADD DECALS.



The Sopwith Snipe prototype displayed a single bay of interplane struts and a peculiar rudder-fin combination

by ROBERT C. HARE

WORLD WAR I

The untold story of the Sopwith Snipe

THREE factors that determine the success of an airplane are: the ability of its manufacturer to produce a good airframe; ability of a motor builder to supply a suitable power plant; and ability of an individual pilot to make the airplane live up to the performance claimed for it.

The Sopwith Snipe, a typical example of this three sided combination, was given a "successful" status before it actually became an operational aircraft. Reminiscent of modern press agentry, a Reuters dispatch, filed in neutral Switzerland on March 16, 1918 carried the following story, given in part:

"... This new British aerial destroyer is fitted with the most powerful motor of its type yet developed, is

capable of rising to an altitude of 40,000 feet, and can attain a speed of 140 mph."

While the airplant was not identified by name, the coincidence of the Snipe's acceptance just four days earlier, plus the pointed description in the balance of the news story, made the aerial destroyer's identity rather a certainty.

The over-enthusiastic reporter who cabled the story to London exaggerated the truth in the matter of ceiling by about 100%, but he wasn't far wrong on the speed.

Snipe Anatomy

On September 17, 1917 the head of the experimental department of the Sopwith Aviation Company, Ltd. put his final O.K.

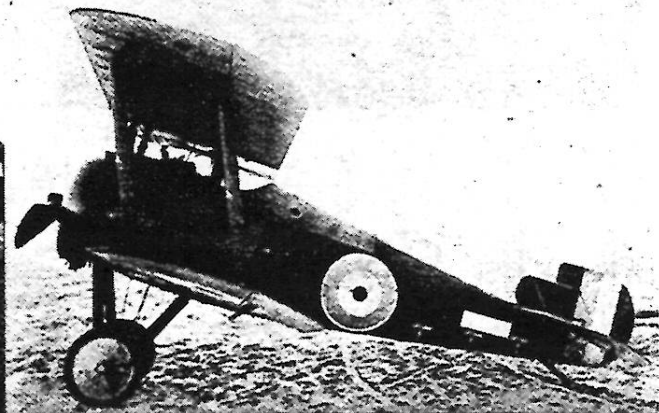
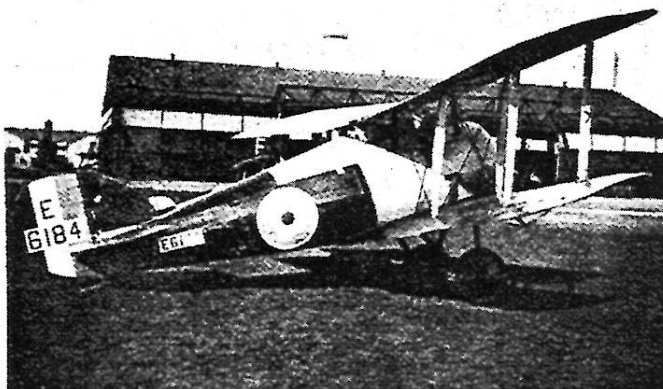
on the last of a set of drawings for a new type airplane, then stacked them in a neat pile on his desk. On the information block located in the lower right hand corner of each print before him was the type designation "7F.1", and the name "Snipe."

He spread the first drawing in the stack, the final assembly three-view, on his desk and saw at a glance that the new ship's outlines gave evidence that it should be every inch the fighter it was designed to be. Short and squat appearing, the Snipe measured 19' 10" from prop to tail, yet was 9' 6" tall at its highest point. Span of both wings was an even 30'; chord was 5'. The 4' 3" gap gave the

(Turn to page 66)

Production Snipe had two bays of struts and more rounded-fin combination

The Salamander was armored trench fighter developed from Snipe design



World War I

cellule a rather squashed appearance. This was accentuated by placement of the upper wing so low that the centersection was about even with the pilot's eyes. Total wing area, including ailerons of the unbalanced variety, was 271 sq. ft. Empennage consisted of a rectangular stabilizer-elevator combination with a span of 9' and a chord of 3' 6", and a low rectangular fin with a large balanced rudder.

The deep, fiat-bellied fuselage was rounded on top and sides to continue the circular rotary engine cowling. The pilot sat high and well forward in the fuselage, protected in front by an upward sloping cowling that housed the two Vickers machine guns which constituted the *Snipe*'s armament.

The upper wing was held off the fuselage by four short outward slanting struts. Interplane struts, one pair on each side, were highly streamlined, cut from solid spruce. Ailerons in both wings were connected by a single cable. Interplane landing and flying wires were the solid steel, streamlined shape "RAF" Wires which reduced bracing resistance.

Wings were precisely rigged with 1° 50 min. angle of incidence, 4° dihedral, and 16" of positive stagger. Angle of incidence in the stabilizer was variable in flight according to Sopwith practice. The rotary engine to be fitted in the new *Snipe* was the unknown quantity. Known as the B.R.2, it was still in the design stage and was of the nine cylinder aircooled type destined to be manufactured by Humber, Ltd. and Gwynne's, Ltd., both of whom were already producing the B.R.1 engine for the Sopwith *Camel*. The B.R.2, engineered by W. R. Bentley for the British Air Department Admiralty, was the most powerful rotary designed up to that time. It eventually turned out to be a remarkable power plant delivering 250 hp at a weight of only 1.9 lbs. per hp.

Lines on the blueprints released to the Sopwith shops soon were translated into wood and metal by the firm's skilled workmen, and a week before Christmas 1917 the *Snipe* prototype was wheeled out of the experimental hangar and readied for its first test hop.

Tests during the winter of 1917-1918 proved beyond a doubt that Sopwith's engineers were on the right track. The airplane performed well beyond expectations regarding speed and maneuverability, although it was discovered that the *Snipe*'s rigging was subject to displacement after a series of violent maneuvers. It was found that incidence, dihedral and stagger changed slightly after several hours flying time and subsequent rerigging took more time than crews at the front could spare. In addition the flying characteristics of the airplane were changed considerably. Consequently, the original *Snipe* was fitted with a new set of wings, this time incorporating two bays of struts in each pair of panels, plus the addition of balanced ailerons to reduce stick forces in rolls and banks. In the two bay *Snipe* the RAF authorities found a plane they had been wanting for a long time and ordered its production.

In May 1918 the first production *Snipes* began to roll off the line at Sopwith's Kingston-on-Thames plant. Slow in reaching delivery stage because of production difficulties experienced with the B.R.2 engine, the first few of the 400 odd *Snipes* completed during World War I were fitted with the 150 hp B.R.1 engine and sent to English advanced training schools to break in new pilots.

The *Snipe*, developed as an improvement over the famous Sopwith *Camel*, was designed to incorporate the *Camels* good features and to eliminate its bad characteristics. Properly rigged, a *Snipe* could be spun right or left safely and could be brought out of a spin quickly with power off. Normal combat maneuvers were easy to perform, and the ship was generally light on the controls. The *Snipe* was capable of executing very tight turns of short radius because of its short moment arm, and in vertical power-on dives it showed no tendency to flop over on its back, a famous *Camel* trick. Normal rotary engined common sense applied to the *Snipe*, however, because of the gyroscopic action inherent in every rotary powered airplane.

On the takeoff, the *Snipe* required very little run and was airborne and climbing when the airspeed needle hit 60 mph. Level flight high speed at sea level was 135.25 mph, diminishing to 121 at 10,000 ft. and to 113 at 15,000 ft. altitude. Ceiling of 20,500 ft. put the *Snipe* up there with the best of them, while its remarkably slow landing speed, 40 mph in still air, was one of its greatest virtues. The *Snipe* climbed to 10,000 ft. in 9 mm. 30 sec. and reached 20,000 ft. in 18 mm. 48 sec., carrying a military load of 365 lbs. Gross weight was 2,020 lbs. Its 57 gallon fuel capacity gave it a range of 370 miles.

The *Snipe* in Action

It was not until September 1918 that *Snipes* were declared operational and supplied to No. 201 squadron R.A.F., first to receive them, as replacements for ageing Sopwith *Camels*. During the first week on *Snipes*, 201 downed 36 German planes in four consecutive days flying. On one day alone, 13 Germans fell before the *Snipes*' twin Vickers. It was in this squadron that the *Snipe* found the pilot who was to put it firmly on the map in a one-man air battle unequalled in World War I aerial combat annals. That man was Major W. G. Barker, plain "Willie" Barker to his squadron mates.

In October 1916, R.F.C. observer W. G. Barker was sent to England to learn to fly. And that was a mistake as far as the Germans were concerned because Barker knocked down 52 Hun planes before he was through. Posted to the front as a Lieutenant, his victims soon ran the gamut of aircraft size, including a Gotha bomber knocked down out of a formation of six machines caught winging their way to England. Flying a Sopwith *Camel* early in 1918 he once downed two German single seaters out of a formation of eight.

Finally, with a personal bag of 48 planes and the rank of Major, he was put in command of 201 squadron about the same time *Snipes* replaced *Camels* in that unit. *Camels* had not been too tough for the Fokker and Pfalz

pursuits to handle, but the sight of Barker's vicious *Snipes* seemed to melt the courage of the bravest German pilot and Barker was literally forced to seek the enemy on his own home grounds.

The day on which Barker made the Sopwith *Snipe* famous for all time, he was out alone prowling for ground targets as had been his custom for a long time. Some distance behind the German lines, at about 1000 ft., he was attacked by six Fokkers which dropped out of the sun. Unable to see his assailants because of their position, he put his trust in the B.R.2 and climbed furiously for more altitude. Unaware that he had fallen into a carefully devised trap, another group of German pursuits jumped him shortly after he had succeeded in out climbing the first. Hemmed in from all sides by two more German flights, still larger than the first two, Barker attempted to make a break for the lines, believing that after all discretion is the better part of valor. The flashing of tightly doped wings in the morning sun, however, had attracted several other German flights in the vicinity and they came rushing into the fray. Unable to run for it, and assuming that his jig was up, Barker decided to take as many Germans with him as he could.

With faith in his *Snipe* he threw the Germans into utter confusion by wildly turning around in their midst to effect a frontal attack. But the odds against which he fought were in favor of the Germans. By sheer numbers their shots began to tell when a bullet from a Fokker's *Spandau* guns passed through both his legs. In a few minutes he had picked up an explosive bullet in his thigh and still another in his left arm which left it smashed and useless. The flashing of wings and the smoke trails of six German fighters which had fallen under Barker's guns meanwhile had attracted aid from Allied squadrons flying near by.

By that time the Germans had had enough and a Very light from their leader pulled the attacking. Huns from the lone *Snipe*. Faint from pain and loss of blood, Barker turned his literally shredded *Snipe* toward 201's airdrome. Fighting for consciousness all the way, he succeeded in crash landing on his own field.

When the counting was over, the facts concerning this one-man battle were astounding. Out of an estimated 60 German planes, Barker, single-handed, had definitely destroyed six, four of which were flammers, and shot down eight more ships out of control. Because of strict British confirmation rules, he was credited with the four flammers, bringing his official victory total to 52. After a score of operations and months in British hospitals Barker finally regained consciousness to find that he had been awarded England's highest decoration, the Victoria Cross, for his gallant fight.

After the Armistice, what was left of Barker's *Snipe* was placed on exhibition in London as a reminder that air wars are won by that unbeatable trio: a good airplane, a good motor, and a good pilot!

Snipe Variations

Shortly before the Armistice in 1918 a *Snipe* was fitted experimentally with a then newly developed A.B.C. 320 hp, nine cylinder, aircooled stationary radial engine. Thus fitted, the *Snipe* showed a top speed of 156 mph and climbed to 10,000 ft. in just 4 mm. 30 sec. Planned for production early in 1919, it can be imagined what eager R.A.F. pilots could have accomplished with that kind of performance.

Second variation, which will be dealt with more thoroughly in a later article, was the Sopwith TF.2 *Salamander*. This "trench fighter" was the first Allied ground attack type built specifically for that purpose. Identical to the *Snipe* in dimensions and design, except for a slightly shorter overall length, the *Salamander* carried as part of its structure, 650 lbs. of armor plate. The square sided *Salamander* fuselage saved the weight of the *Snipe*'s formers and stringers, but the ground attack version still tipped the scales at 2,510 lbs., appreciably more than the *Snipe*. *Salamander* performance, compared to that of the *Snipe*, was markedly inferior. Never used operationally, it nevertheless stands out as an important contribution to the march of military aviation.

PHOTO PAGE

MOST PHOTOS ARE FROM THE FAC FUN AT
GENESEO IN JULY
PHOTO CONTRIBUTORS ARE NOTED

9. Bob Marchese seen here adjusting his twin P-51.
10. A very nice clone of Don's Bleriot 25 by Tom Hallman.
11. Jack Moses hard at work judging one of this writer's favorite aircraft a rubber powered Waterman.
12. Believe this is Jack Moses's Jumbo/Giant Northrop being judged by maestro Vic Didlot.
13. A very pretty Laird Super Solution by Chris Parent.
14. Our 'dancer' Ralph Kuenz with his Old Time Rubber Bluebird.
15. Bob McLellan's twin electric FAC Power Scale Widgeon.
16. Tom Nallen II with his GB 'QED'.
17. Chris Starleaf went all out on this twin ducted fan FAC Power Scale US Air Fokker 100.
18. Al Lidberg continues to provide us with great old timer kits for free flight and R/C park flying. The latest is this 30 inch wingspan "CAVU" a 1938 design of Ken Willard. The complete kit is \$27.95 plus 15% postage in US and Canada; add 30% for Europe and 40% for Pacific Rim destinations. Al's email is aalmps@aol.com and address A.A. Lidberg model plan service, 1030 E. Baseline, Suite 105-1074, Tempe, Arizona 85286 -- phone 480-839-8154



9

NORM DAVISON



NORM DAVISON

13



NORM DAVISON

14



10

TOM HALLMAN



NORM DAVISON

15



JACK FELTER

11



BERT PHILIPS

16



JACK FELTER

17



12

JACK FELTER

23

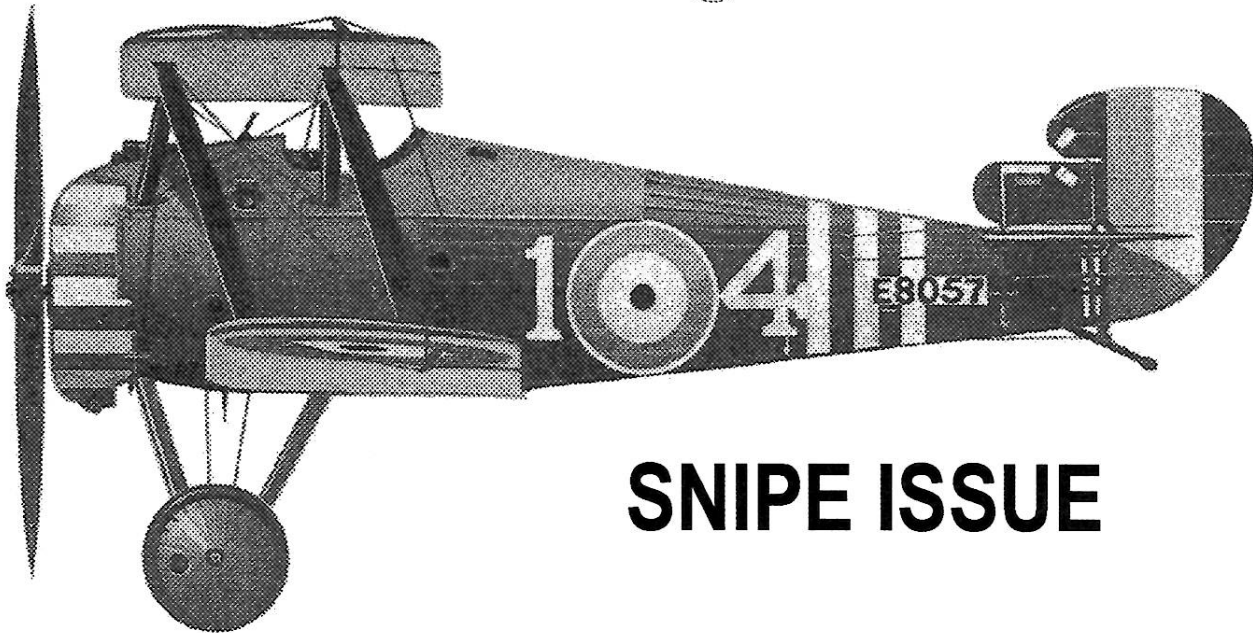
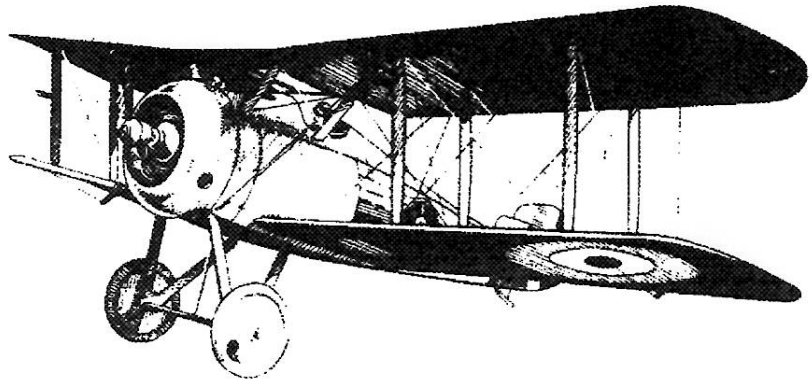


AL LIDBERG'S 'CAVU' (A KEN WILLARD DESIGN)

AL LIDBERG

18

MAXFAX 9/10/2001



SNIPE ISSUE



NOTE: Your Dues Are Due



CLUB OFFICERS - President: Hurst Bowers, 1649 Birch Rd., Mclean, VA 22101
Secretary: Bert Phillips, 1709 Crofton Pky, Crofton, MD 21114-2305
Treasurer: Norm Davison, 14008 Castaway Dr., Rockville, MD 20853
Editor: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817

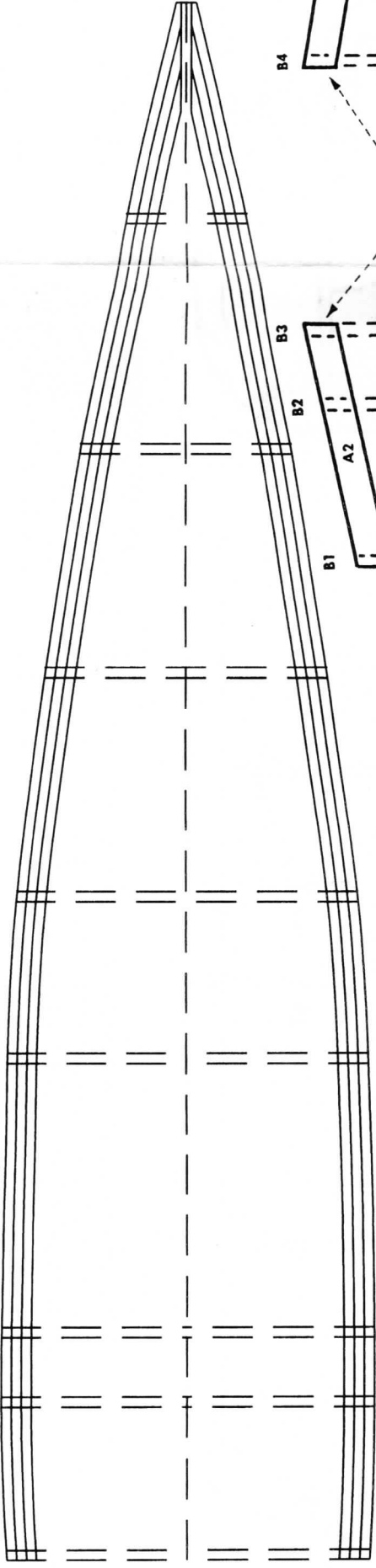
MEETINGS - The D.C. MAXECUTERS hold meetings at 8:00 pm on the first Tuesday of every month at the College Park Airport, the oldest continuously operating airport in the world. Daylight savings rule not in effect.

MEMBERSHIP - Dues for membership in the D.C. MAXECUTERS are \$15 per year for residents of the USA, Canada, and Mexico, and \$25 for all other countries. Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box above is a reminder that your dues are due.

Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Norm Davison.
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.

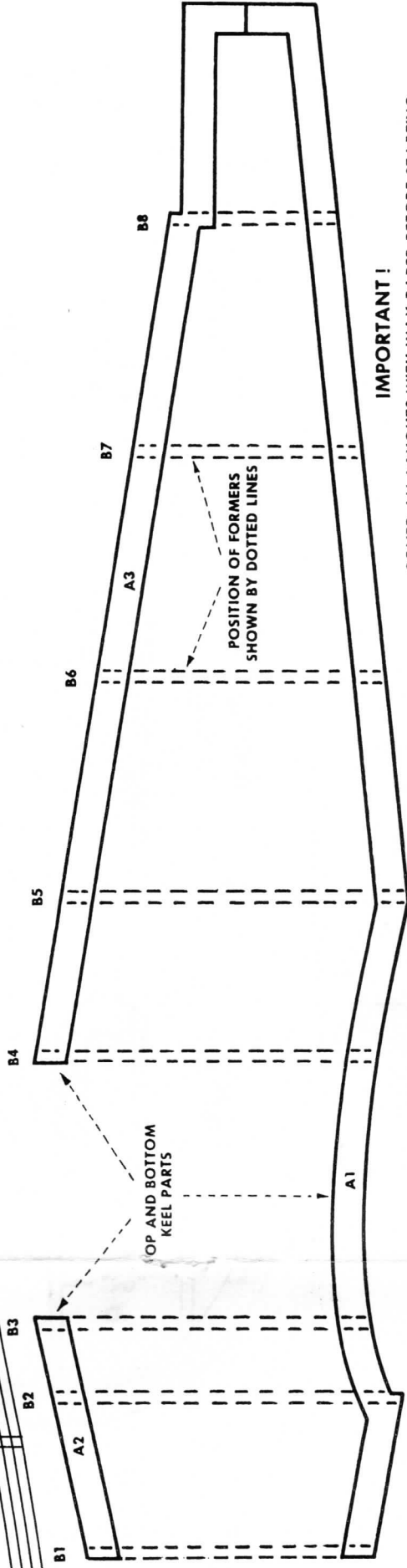
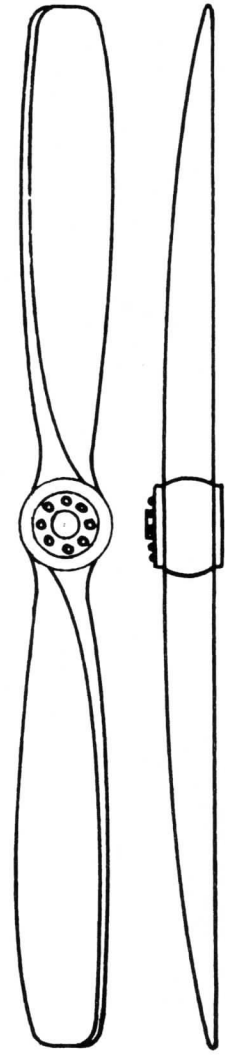
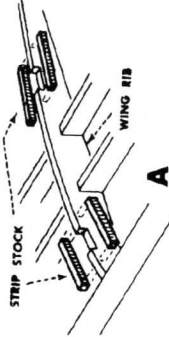
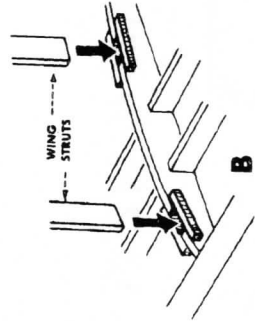
CONTACTS - Material for the newsletter and membership questions should be addressed to Stew Meyers phone 301-365-1749. E:mail gets immediate attention. stew.meyers@erols.com

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



MODELING HINT

YOU CAN RE-INFORCE THE STRUT CUT-OUTS IN THE WING RIBS, BOTH TOP AND BOTTOM, BY CEMENTING SHORT SECTIONS OF 1/16" SQ. STRIP STOCK ON EACH SIDE OF RIB AS SHOWN AT "A" AND "B". WHEN DRY SAND SMOOTH WITH TOP OF RIB. ADD THE STRIPS TO THE RIBS BEFORE CONSTRUCTING WING FRAME OR FRAMES.



FUSELAGE LAYOUT

POINT OF BALANCE
NON-OPERATING CONTROL HORN

CELLOPHANE WINDBREAKER

TOP WING

MACHINE GUN

STIFF PAPER COCKPIT

NON-OPERATING CONTROL HORN

BOTTOM WING

CONTROL HORN - NON-OPERATING

DUMMY MOTOR CYLINDER

SCALE PLASTIC WHEEL

WIRE AXLE

TAIL SKID

RUDDER

STABILIZER

ALL STRINGERS 1/16" SQ.

USE BLACK THREAD FOR CONTROL WIRES

ALL INSIGNIA - BOTH SIDES OF FUSELAGE

NON-OPERATING CONTROL HORNS

POSITION OF FORMERS SHOWN BY DOTTED LINES

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

IMPORTANT!

INTENDED AS A REPLACEMENT FOR THE SOPWITH CAMEL, THE SNIPE HAD ITS CAREER CUT SHORT ABRUPTLY BY THE SIGNING OF THE ARMISTICE ON NOV. 11, 1918.

OPERATED BY ONLY THREE SQUADRONS ON THE WESTERN FRONT, THE SNIPE STILL SHOWED ITSELF TO BE THE MOST EFFICIENT SCOUT PRODUCED BY ANY NATION DURING WORLD WAR I. A TOTAL OF 264 SNIPEs HAD BEEN BUILT BY THE END OF THE WAR WITH 97 SEEING ACTIVE SERVICE ON THE WESTERN FRONT. AFTER THE WAR, THE SNIPE WAS USED EXTENSIVELY IN BRITAIN'S FIGHTER SQUADRONS RIGHT UP TO THE LATE '20's.



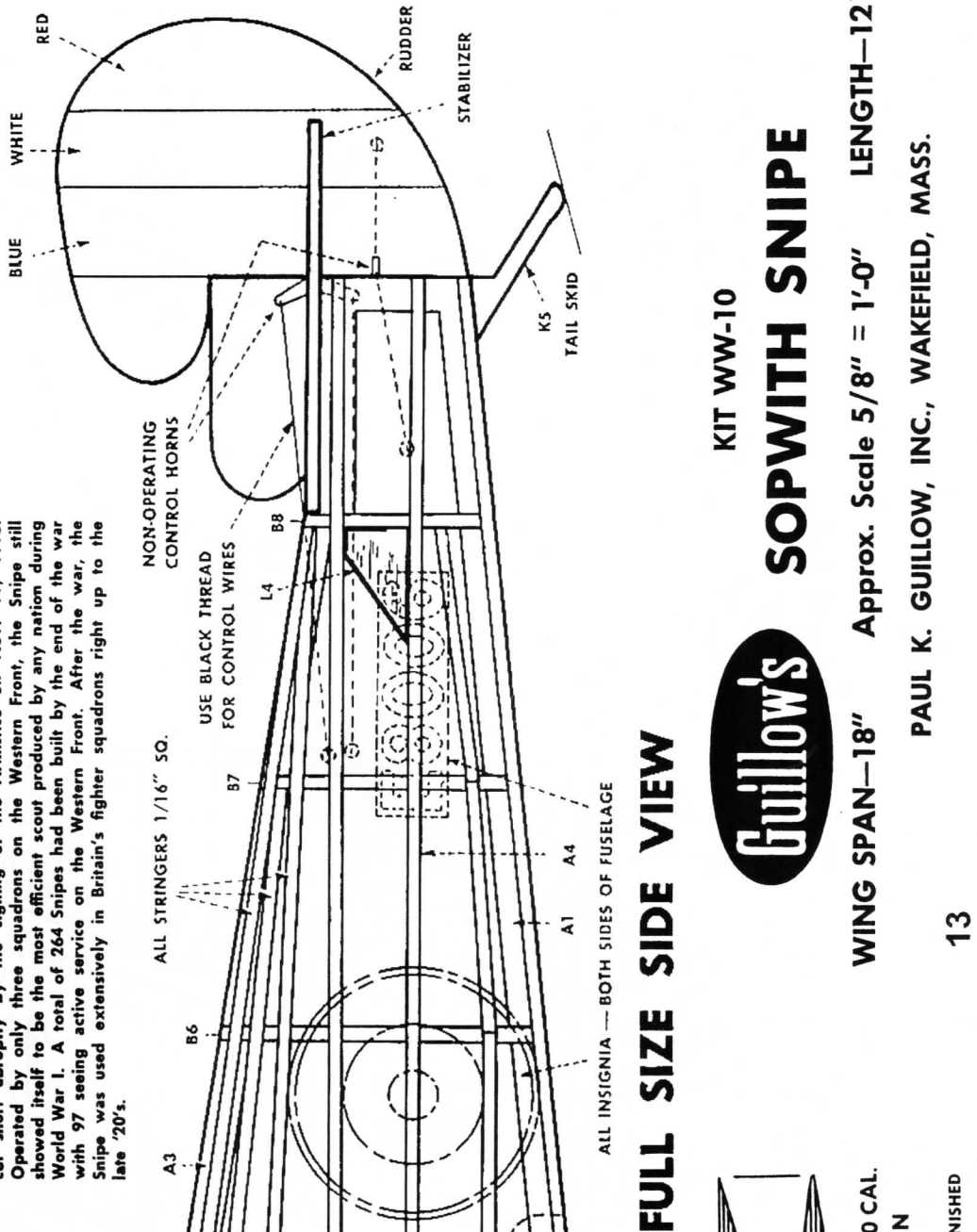
VICKERS FIXED 30 CAL. MACHINE GUN

2 REQUIRED

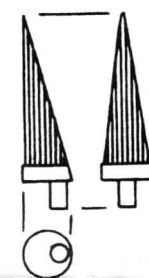
MATERIAL NOT FURNISHED

BRIEF HISTORY

INTENDED AS A REPLACEMENT FOR THE SOPWITH CAMEL, THE SNIPE HAD ITS CAREER CUT SHORT ABRUPTLY BY THE SIGNING OF THE ARMISTICE ON NOV. 11, 1918. OPERATED BY ONLY THREE SQUADRONS ON THE WESTERN FRONT, THE SNIPE STILL SHOWED ITSELF TO BE THE MOST EFFICIENT SCOUT PRODUCED BY ANY NATION DURING WORLD WAR I. A TOTAL OF 264 SNIPEs HAD BEEN BUILT BY THE END OF THE WAR WITH 97 SEEING ACTIVE SERVICE ON THE WESTERN FRONT. AFTER THE WAR, THE SNIPE WAS USED EXTENSIVELY IN BRITAIN'S FIGHTER SQUADRONS RIGHT UP TO THE LATE '20's.



FULL SIZE SIDE VIEW



SCALE PLASTIC WHEEL

WIRE AXLE

2 REQUIRED

MATERIAL NOT FURNISHED

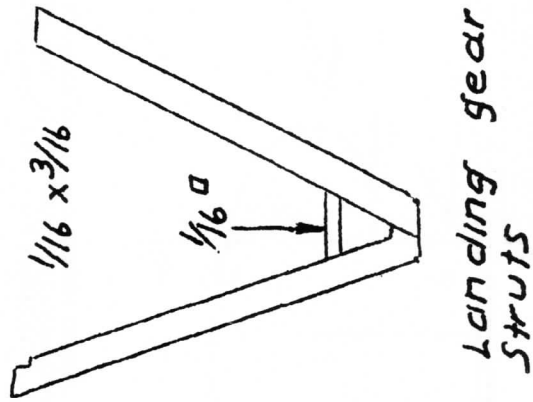
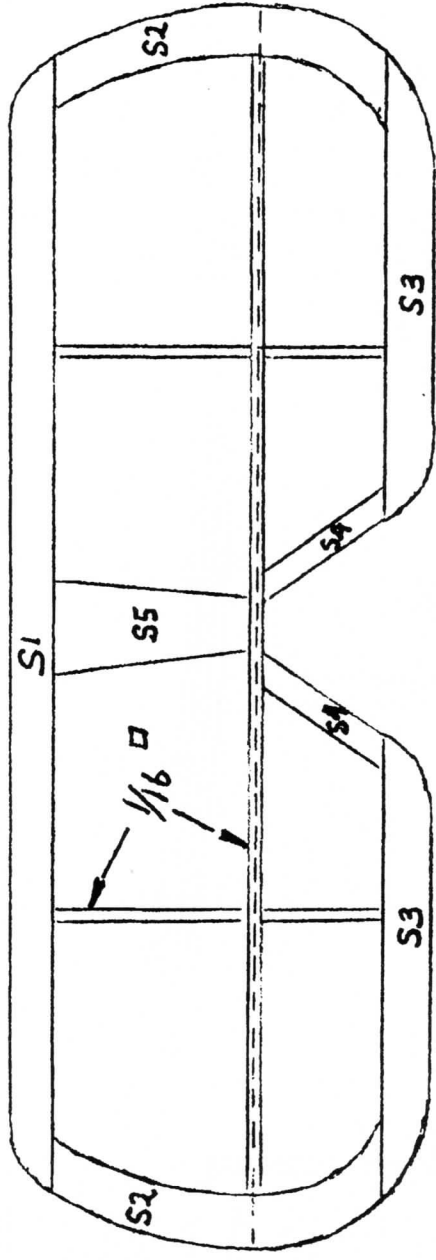
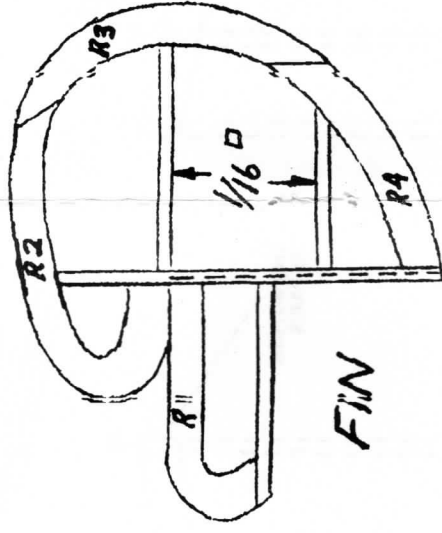
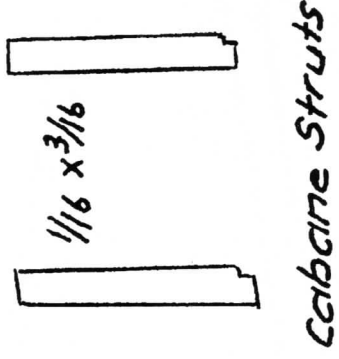
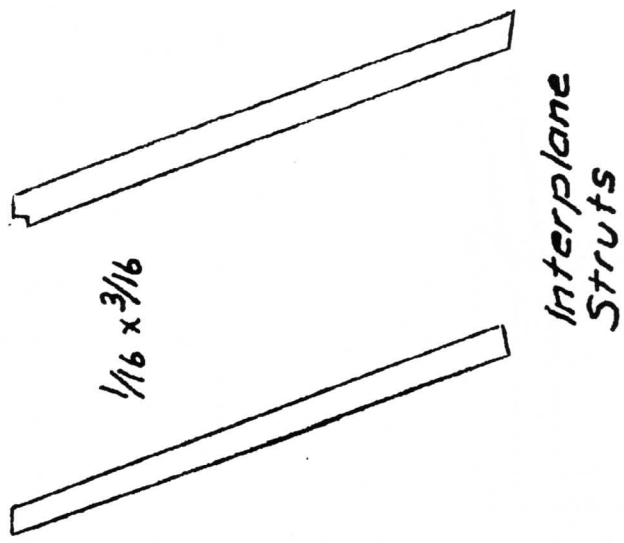
KIT WW-10

Guilloy's SOPWITH SNIPE

WING SPAN—18" Approx. Scale 5/8" = 1'-0" LENGTH—12 1/4"

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

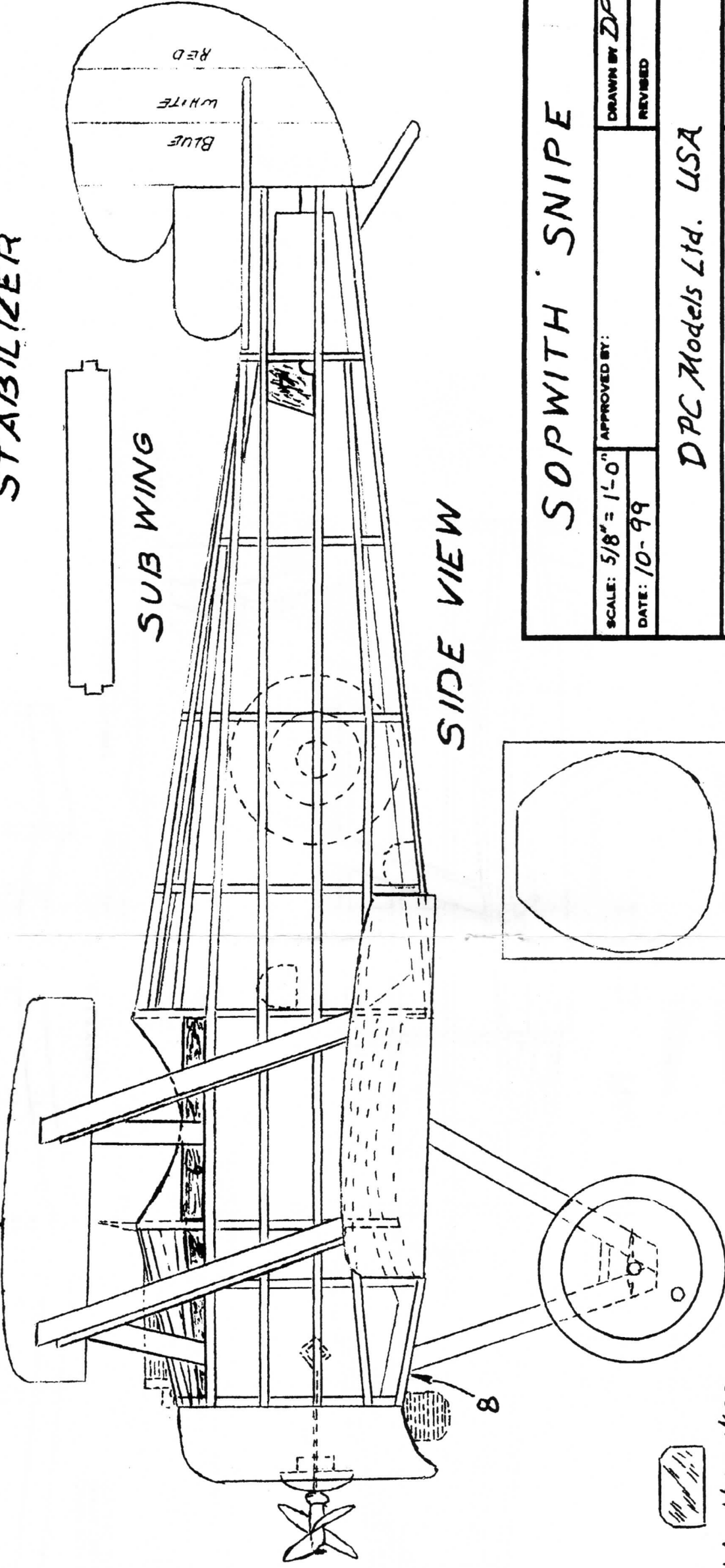
These pages represent the DPC plans of the Snipe. They have been rearranged to fit in this issue. Everything except for the left wings that is on the plans is shown (the original has the whole wing). The formers and ribs are not shown since they are the same as the Guillow's. You can draw your own conclusions on how well the Guillow's kit has been replicated. I think it's pretty good.



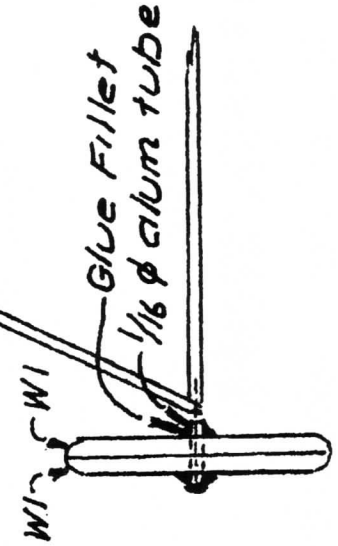
STABILIZER



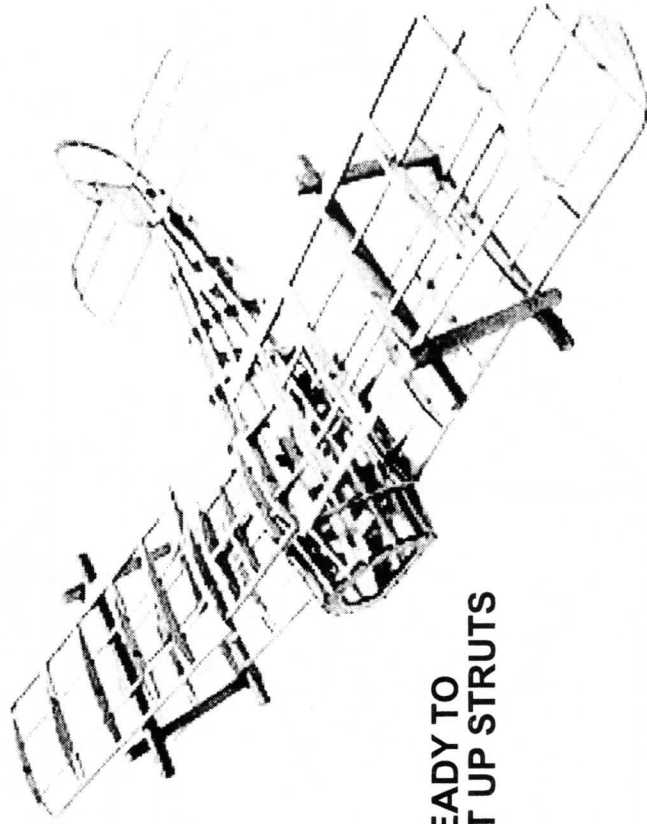
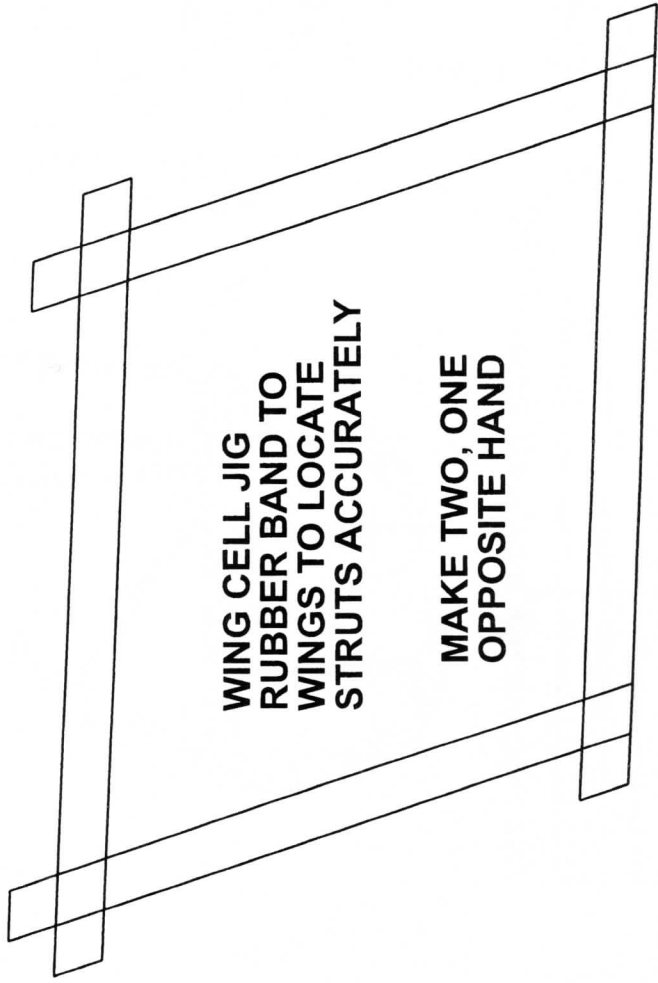
SUB WING



SIDE VIEW



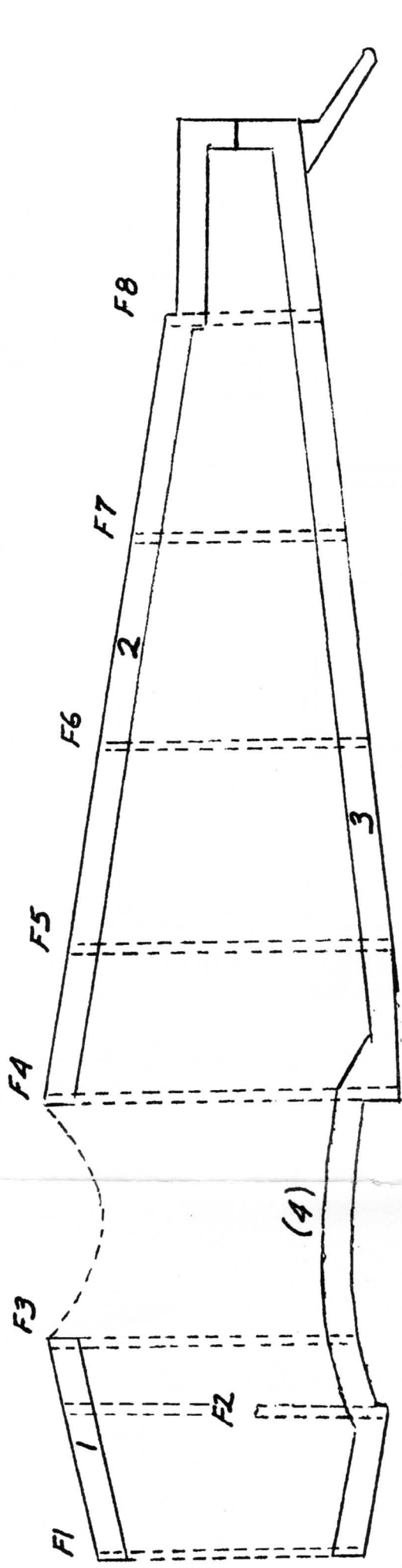
SOPWITH SNIPE		SCALE: $5/8" = 1'-0"$	APPROVED BY:
		DATE: 10-99	DRAWN BY DP
DPC Models Ltd. USA		REVISED	
WING SPAN - 18"		DRAWING NUMBER	
		109	



DPC Models
1003 Sunset Trail
Kingston Springs,
Tn 37082

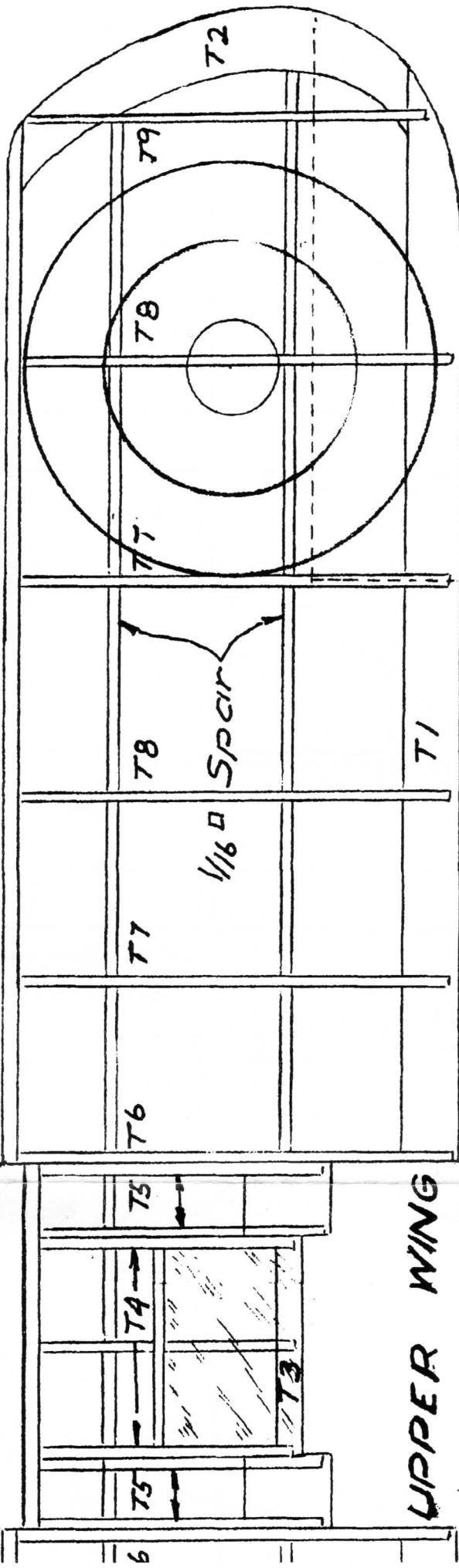
Email: dpcmodels@aol.com

Contact Dave for ordering information for his kits and plans.
He now has Sterling as well as Guillow's plans in addition to
his kits which range beyond the Guillow's line..



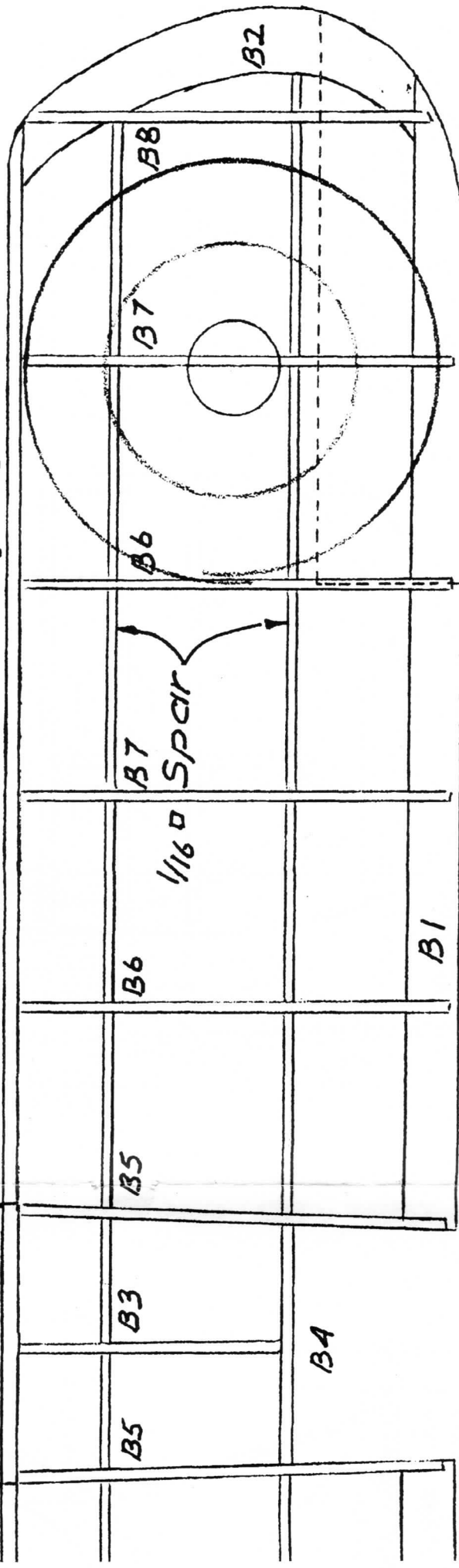
$\frac{3}{32} \times \frac{1}{8}$ Leading Edge

Dihedral Break

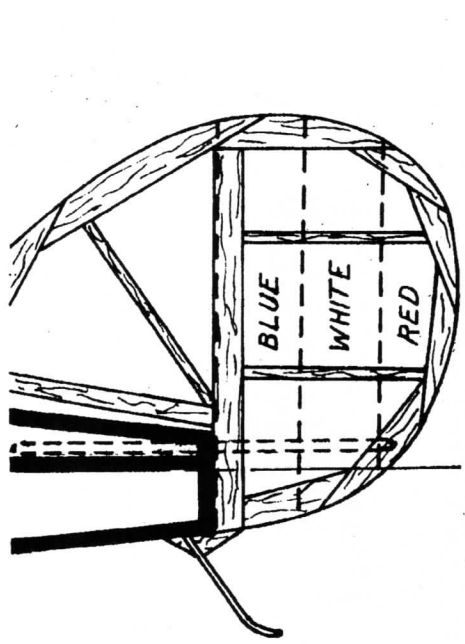


UPPER WING

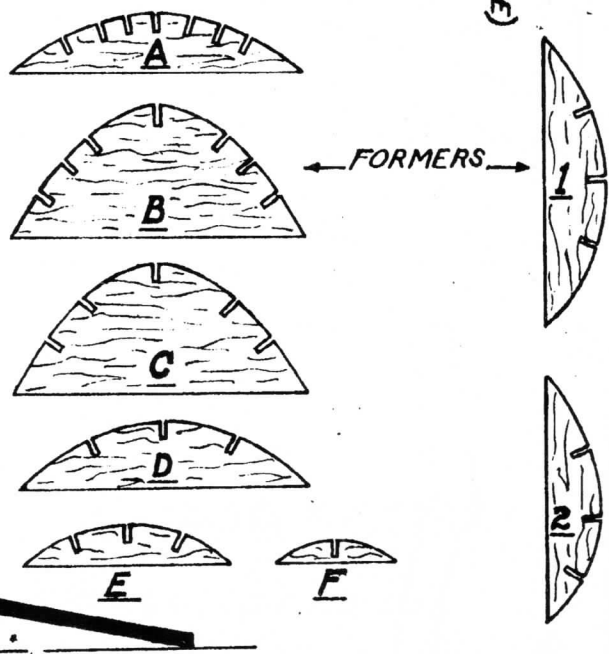
$\frac{3}{32} \times \frac{1}{8}$ Leading Edge



LOWER WING $\frac{9}{16}$ " dihedral All wings



PROP. BLANK $\frac{1}{8}$ " X $\frac{1}{8}$ " X 6" (SHOWN $\frac{1}{2}$ SIZE)



FORMERS

