

MAX FAX

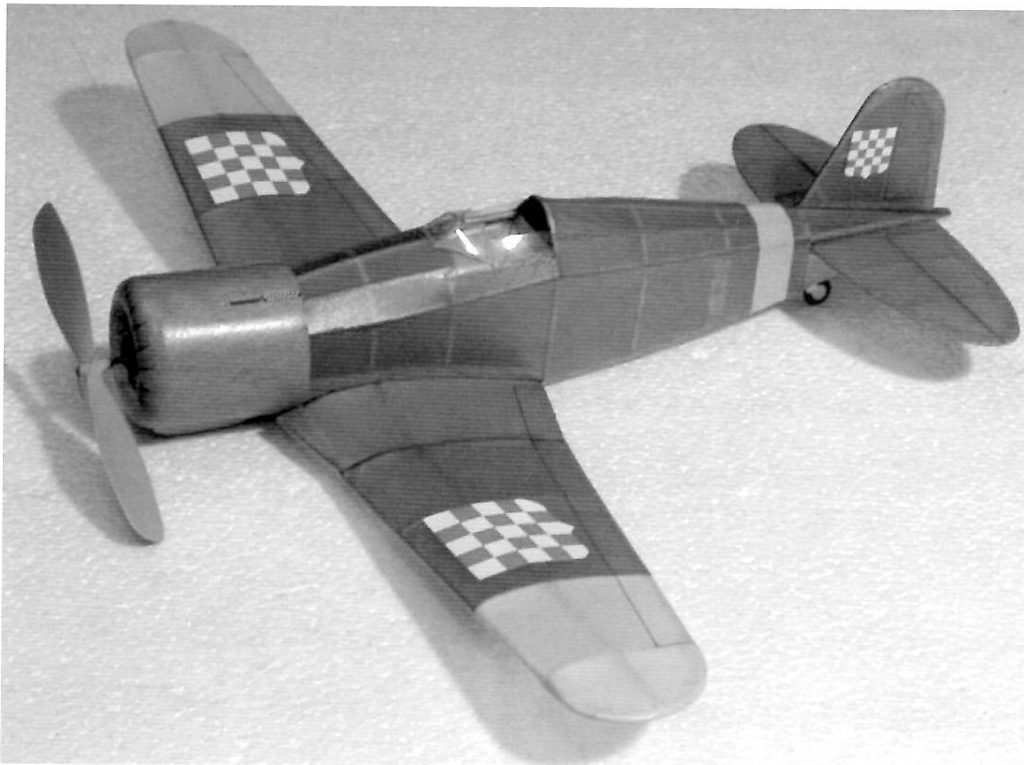


Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

JULY/AUGUST 2003



COMING ATTRACTIONS.

JULY 19-20, 2003 FAC NON-NATS GENESEO, NEW YORK Scale Judging at Days Inn beginning at 3:00 PM Friday July 18th. For more info Contact Lin Reichel, 3301 Cindy lane, Erie, Pa. 16506

AUGUST 15,16 ,17, 2003 EMPIRE STATE FREE FLIGHT CHAMPIONSHIPS sponsored by WNYFFS at the HAG Museum Airfield in Geneseo, New York This will be their 34th annual contest; just a little bit older than the GGG. If Free Flight is your thing, you must go. For Information: For Information: Empire State Free Flight Championships John Carls CD Star Route #2 Box 88 Bradford, PA 16701 (814) 362-7789

SEPTEMBER 6, 7, 2003 FAC MUNCIE CONTEST --SEE FAC NEWS LETTER

SEPTEMBER 19, 20, 2003 KUDZU CONTEST- SEE FLYER IN THIS ISSUE

OCTOBER 18,19, 2003 FAC FALL FLING at WYAWANDA, NEW YORK CALL TOM HALLMAN 610-395-5656 OR JOHN HOUCK 610-488-6235 FOR DETAILS Once again we'll be piggy-backing on Andrew Barron's free flight contest.

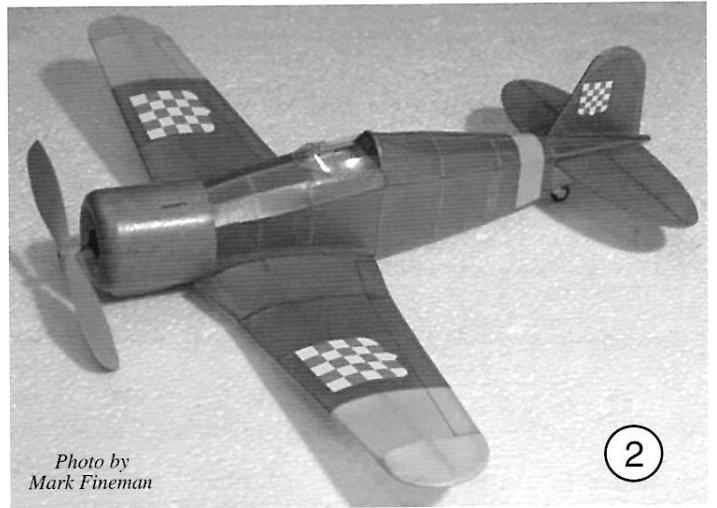


Photo by
Mark Fineman

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Photo by
Claude Powell



4

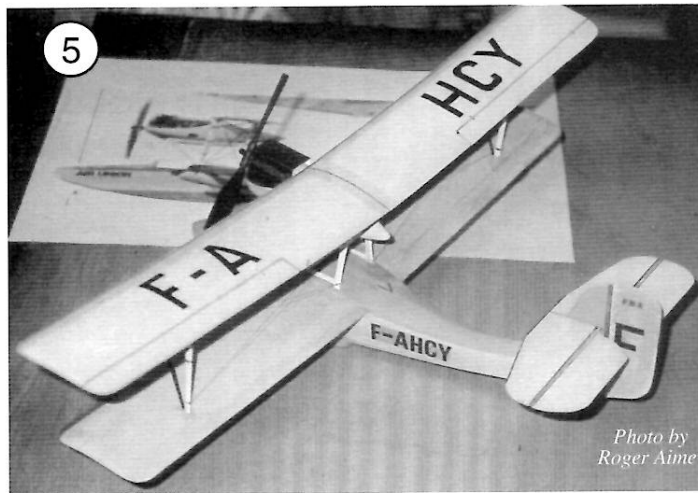


Photo by
Roger Aime



Photo by
Jiro Sugimoto

6



Photo by
Bob Schlosberg

2



Photo by
Bob Marchese

8

MAXECUTER PLANS ISSUE

Stew Meyers Editor

This issue features plans contributed by several Maxecuters. Thanks guys! The center fold is Mark Fineman's nifty Fiat G-50 pseudo dime scale. Claude Powell provides the *Jaktfalk* and *Glen* as well as some building tips. I saw these fly recently at the Petersburg deluge and they fly well and look great. While Claude has drawn these up as peanuts, he built the enlarged 17" version. Ed Zaposki contributed a Fairchild Bostonian. I saw this cutie flew at the NBM and hope to see it fly outside soon. Finally there is an article on trimming from the August 1952 Air Trails which remains relevant today.

I trust this issue makes up for the single non-plan in the last issue. I hope I can get some of John Lewars' plans into a future issue along with a couple of Scientific plans that are not widely available. I notice I had a junior moment (I'm not old enough for senior moments yet) and ran the article by John Ernst in the last issue that I had previously give to Bob Marchesse for his issue.

PHOTOS Page 2

1. This issue of MaxFax will certainly take you to the building board with four original full size plans to choose from. Number 1 is Claude Powell and his Swedish biplane which demonstrated it's flying capabilities at the recent Brainbuster FAC rainout
2. Mark Fineman sent his plan for a nifty Peanut rendition of the Fiat G-50 fighter.
3. Another from Claude is the Submarine launched 'Glen', which has the distinction of being the only enemy aircraft to bomb the US mainland during WWII. This is another excellent flyer that braved the rain at Petersburg last Month.
4. And for you NBM flyers we have a nifty pseudo-scale Fairchild Bostonian plan by genial Ed Zaposki.
5. Roger Aime one of our correspondents in France sent this photo of his 'FBA' electric powered all foam flying boat. His plan will be in a future MAXFAX.
6. And Jiro Sugimoto sent this photo from Japan of his nifty Peanut Taylor Cub.
7. Our good friend in the Southwest, Bob Schlosberg, sent several new photos from his ever-growing fleet of aircraft. This one is a double size Bostonian (32" span), the 'Negabiplane' from an old Flying Models plan.
8. Now we all know Don is building FF models again -- look at his nifty 'Phantom Flash' for the NBM event.

Claude Powell's Handy Hints

I'm always looking for simple solutions to solve my modeling problems, and just as importantly, solutions that offer more than one benefit. The following tips have helped me and they might help you. I claim no originality for these offerings.

1. Use .045 wire for the prop shaft on small models (dime scale or even p-nuts) instead of 1/32". You will have to drill out the small Peck-Polymer thrust button but it offers several benefits. One, you'll never get a bent prop shaft. Two, you usually need weight in the nose anyway. Three, the larger wire won't cut the tightly wound rubber as quickly as the smaller wire and four, you need this size in your toolbox anyway because it's the size used with Pecks large thrust button.

2. If your glues seem to be sticking to the wax paper more than they used to, try the clear plastic envelopes that your RC models, parts and computer stuff are packed in. This might help you; it seems to work better for me.

3. I have several adjustable balsa strippers but the one I keep on my workbench is a homemade one that I think Paul McIlrath thought up many years ago. Figure 1 shows the original and Figure 2, the modification I made to mine. The second blade I've added acts as a pre-cutter and cuts half way through the balsa and the main blade completes the cut. I get cleaner cuts with less blade wandering and it's a big help with hard balsa.

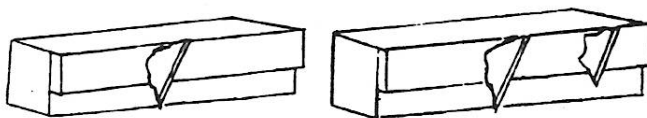


Figure 1

Figure 2

4. I think Allan Schanzle provided these next two tips many years ago in MAX-FAX but they are worth repeating. I've used them on every model since I first saw them. One, glue a small rubber o-ring inside the fuselage side to retain the rear motor peg. I've never had one slip out. Two, use very thin white glue to secure tissue markings. They can be tacked in place with thinner or acetone, to soften the clear dope underneath, and then apply a bead of thinned white glue around the edges to permanently secure them. They will never come loose.

5. MASS LAUNCHES AND TIRED RUBBER

This problem doesn't occur as often as in the past because we are now eliminating several models during each heat instead of just one or two. At small contests you never have to fly more than three heats and quite often, just two. At large contests like the FAC nats, you will fly four to seven heats or more and this is where you might have a problem. If your model is adjusted like an indoor

model, with a weak motor for a lot of turns, the torque diminishes with repeated windings. This is well known because each windup will cause the rubber strands to stretch a little more (get thinner) and by flying successive heats the rubber doesn't have time to recover it's original size and torque. To combat this effect, modify your winding technique in the later heats (if you get that far). Only stretch the motor 1/3 to 1/2 the length that you first started with. This shorter stretch won't thin the motor as much as a longer stretch and will give the effect of a thicker motor. With this technique you won't be able to get in quite as many turns but I think you'll find that you have more torque and achieve more flying height. Try this at your local trimming field, it's the only way to convince yourself.

6. TRIMMING A TOUCHY MODEL

This short discussion probably won't interest the "PRO" modeler but I think it might help others. Before offering any trimming advice let me state that all those "Trimming" articles you've read, by top modelers, are all TRUE. That said, let's continue. To understand where I'm coming from, my concept of a good flying model is one that will repeat stable, well mannered flights from climb to cruise to glide. Not necessarily long flights, that's another problem and should only concern you after achieving a consistent flight pattern.

Have you ever built a proven winner that was designed by a top modeler, who'd had great success with it, and just couldn't get yours trimmed out? I have, and I fought those suckers until they were reduced to rubble and I still couldn't get them to fly well. About a year ago I pulled out a couple of these "hangar queens", that I had stored before they were completely destroyed, with the objective of making them fly regardless of what I had to do to them. I had built these according to the plans, without deviation, and I had expected them to fly. They didn't. During my original trimming attempts I had resisted making any changes to the models other than CG, stab incidence and rudder adjustments because the models were well designed by top designers and theirs flew.

I started my re-trimming process from scratch (as if these were totally untested models). The first one turned out to be directionally unstable. Depending on the rudder setting it would turn right or turn left without climbing and would end up in a spiral dive. To me, this meant the rudder was too large. With a pair of scissors I cut off about a third of the rudder without much effect, so, I cut off half of the remaining rudder and BINGO. The model climbed out in a graceful left-hand turn, transitioned into a good cruise and ended in an acceptable glide. Hmmmm. I couldn't fly a scale model with a 1/3 sized rudder so I compromised by reducing the original rudder by 15-20% and increasing the wing dihedral about 1/2". The model is now a pussycat.

The second model appeared to be unstable fore-and-aft no matter where I set the CG and also seemed to have a mild Dutch roll although it was hard to tell. To me, this indicated the stab wasn't large enough and also the rudder (probably). I didn't fight it. I removed the rudder and stab and replaced them with sheet balsa ones about 30% larger. Again, BINGO. The model had a good climb, cruise

and glide. I knew I had oversized the rudder and stab so to determine the size needed I started trimming them down (scissors again) until they had a negative effect on the flight pattern.

What does all this mean? Did these top modelers tell me a lie? NO! It simply means I'm not as good a "trimmer" as they are and I need more "forgiveness" in my model parameters to get it to fly well. I believe these top modelers try to build their models as close to scale as possible and if this means they are on the edge of instability, no big deal. These guys are GOOD and are able to trim touchy models when necessary.

I think most of the building/flying articles I've read stress "building light" more than "fly-ability", at least that's the way I've interpreted them. I've built light models that I couldn't trim out and I've had heavy models that trimmed out well but just didn't have long flights. Hmmmm! For me (and I'm a duffer), if I don't have the model basically trimmed out within an hour then something is usually on the verge of instability. If you've had these kind of experiences try this approach on your next three or four models. Tack glue sheet balsa stabs and rudders on the model for trimming purposes. If you need to change their size for stable flights it's easy and quick to do. When you are happy with the flights, then construct the stab and rudder with stick and tissue of the size needed. Now, build light and with the right prop/rubber combination you'll get those long and consistently stable flights.

Soggy results from the Petersburg contest May 17th 2003

WW-I	
1st Walt Farrell	D-VII
2nd Don Srull	D-VII
3rd Pat Squaredaway Daily	D-VII
Golden Age Biplane	
1st Dave Franks	Waco E
2nd Bob McLellon	Waco E
3rd Claude Powell	Jagtfolk
WW-II	
1st Ed Zapolski	BF-109
2nd Dave Franks	Judy
3rd Bob McLellon	SB2A
Racers	
1st Bob McLellon	Goon
2nd Stew Meyers	Vega
3rd Walt Farrell	Chambermaid
Golden Age	
1st Bob McLellon	SR-7
2nd Dan Driscoll	Porterfield
3rd Don Srull	Interstate Cadet
GHQ Peanut	
1st Walt Farrell	Monocoupe
2nd Bob McLellon	Vagabond
3rd Claude Powell	PT-19
Embryo	
1st Ed Zapolski	Embryomatic
2nd Artie Jessup	Mini Korda

Dime Scale and Low Wing Trainers Not flown rained out

YOKOSUKA E14 Y1 (GLEN)

Claude Powell

The "GLEN" was a 1941 Japanese reconnaissance floatplane with two crewmembers and one machine gun. It was designed to be dismantled (easily and quickly) and stowed inside watertight compartments on the decks of larger submarines. When needed for recon flights it could be easily and quickly reassembled. Although effective in its role, it had one notable achievement. In 1942 a GLEN was launched from the submarine I-25 off the Pacific coast and bombed an Oregon forest with four incendiary bombs. There was little practical effect but the Japanese got a lot of propaganda value for bombing American soil.

The plane caught my interest because I've never seen it modeled before (something different) and the proportions seemed reasonable for a flying model. I drew the plan in 1995, for WW-2 mass launch events, but didn't build the model until September 2002. The plan was drawn to a wingspan of 13" because it fit an 11" x 17" sheet, strictly a practical choice. I enlarged it 129% for a wingspan of 17" for my model. I've omitted some construction details because most of us employ our favorite techniques regardless of how the plan is drawn and because I'm so bad at drawing isometrics to describe details. I'll try to briefly describe the techniques I used for certain areas.

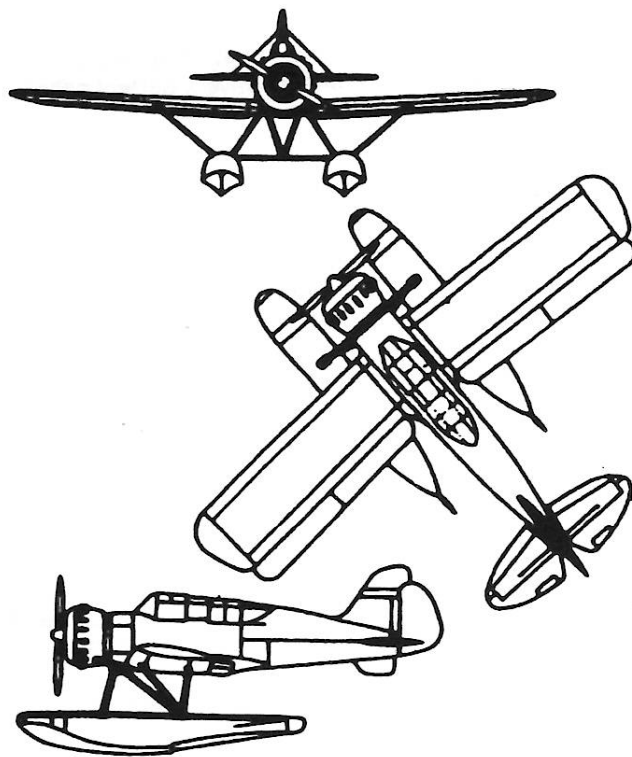
The cowl is made as a single unit and glued to the fuselage after the covering is completed. It is made with a front former(s) and a rear former separated by a sheet balsa square that determines the separation distance. I couldn't simply wrap the cowl with 1/32" sheet balsa because of the required curvature. I used soft 3/32" and did most of the contouring before installing it. Wetting and forming it around a toilet paper tube until it dried sure made it easy to attach to the front and rear formers the next day.

The pontoons and their mountings need to be strong because they will take a lot of abuse. I used a 1/20" sheet balsa keel and built around them. I covered the bottoms with 1/32" balsa. At the attachment points (on the pontoons) I installed 1/16" OD aluminum tubing to receive 1/32" wire. To attach the pontoons to the fuselage I formed a front landing gear wire and fit it into the aluminum tubing on the front of the pontoons. While the pontoon(s) were swinging on the front wire I inserted a single wire at each rear attachment point and pushed the fuselage end of the wire into the fuselage until the pontoon was level. A drop of CYA secured it. The struts were then added. I used a balsa nose on the front of the pontoons (instead of blue foam). This turned out to be a good choice. When balancing the model I put clay on the pontoon nose because it was the most forward point. After determining the amount of weight needed, I drilled out the balsa nose and inserted a lead weight and covered the hole with tissue.

The cockpit was made with separate pieces of clear plastic but this is slow, heavy and tedious. It would be better to plunge mold a single canopy. Contrary to the plan I did not laminate the wing tips, stab or rudder outlines. I cut sheet balsa parts because it's faster and I'm lazy. The wing was built with a full depth center spar. This eliminated the need to notch for a 1/16" square wing spar and is much stronger. Don't forget to install the single machine gun located in the cowl between cylinders 8 and 9.

Although I may weigh components during construction the only real weight I'm concerned with is the final flying weight. I trim the model and then remove the rubber for weighing. The model (17"ws) weighed 33 grams which is heavy but the pontoons weigh 5 1/2 grams each. I cut a Peck 6" prop down to 5" to clear the pontoons by 1/4" and I'm using one loop of 3/32" and one loop of 1/8" Tan II, both about 14" long. The model trimmed easily and is stable with a good climb, transition to cruise and then to a reasonable glide (those pontoons). Longer motors will probably have to wait until spring.

It's great to show up at a contest with a rarely seen model, even if it doesn't win, and this one sure looks good in the air.



YOKOSUKA E14 Y1 (GLEN)

ASJA J6 JAKTFALK

Claude Powell

The Jaktfalk was a Swedish combat plane in service from 1931 to 1940. The prototype was tested, in 1929, against a Bristol Bulldog and apparently proved to be superior. A production contract was let to Svenska Aero AB (Saab) in 1930. Their model designation was J6A. Halfway through the production run they went into receivership and were acquired by ASJ. ASJ completed the production run and designated their models as J6B.

The Jaktfalk caught my attention because it appeared to have reasonable proportions and mainly because I've never seen it modeled in stick and tissue. I drew the plan in 1995 but didn't build it until 2002. I don't know if it fought in WW2 but my intention is to fly it in the Golden Age military event. I drew the plan as a peanut (13" wingspan) for practical reasons. It fit on an 11" x 17" sheet of paper. I blew this up 129% for my model resulting in a nominal 17" wingspan. Don't forget to adjust the suggested dihedral if you enlarge it. I've omitted some construction details so you can apply your own personal techniques for certain areas of construction. I'll only explain the techniques that I used for certain areas that may be of interest to you.

I constructed the nose/engine section as a separate unit and then glued it to the completed fuselage. I rolled a tube of 1/32" sheet balsa and used this to establish the distance between former 2 and former 3 (refer to the plan). I wrapped the nose unit (former 2 and 3) with an oversized piece of bond paper/tissue. This approach eliminated the need to have a perfect pattern for the cowl wrapping. After the glue dried I trimmed the excess, marked the location of the cylinders and then cut the openings with a sharp X-acto blade. This is the first time I've used this approach and it worked out great. The rolled balsa tube served the purpose of a crankcase. All of the cylinders (balsa) were cut to the same length and simply glued to it through the cowl openings. This sure beats gluing cylinders to the outside of a completed fuselage and trying to make them come out the same length. This model has a rather long nose and I didn't know how much this would affect the balance. I didn't install the cylinders until after the model was put together and I could do a preliminary balance check. If you need to keep the nose light, use rolled paper tubes for the cylinders. If you need to add nose weight, use balsa for the cylinders.

The bond paper/tissue is colored tissue attached to the bond paper with a UHU glue stick. This combination acts like thin card stock and works great around cockpit openings, wing fillets and nose cowls. I used the bond paper/tissue for the nose/engine cowl, the cockpit opening, the headrest, the machine gun covers, the scoop under the nose and the main landing gear/shock strut. The bond paper/tissue is also used to cover the fuselage gap under the lower wing after it is installed.

The wire for the landing gear is located in the main strut but the support braces and the spreader (between the wheels-see 3v) are 1/8" tan II rubber tensioned to just take out any sag. This works great and you'll never have to repair broken balsa braces. The rubber is painted with silver Floquil as are the wing struts and matches the model very well.

The wing tips and stab outline are laminated with basswood. The rigging is silver sewing thread.

I cover with colored tissue whenever I can because I'm not very good with an airbrush. This model is all silver and I wanted to try EASYBUILTS silver tissue. Although not Jap tissue, I really liked the outcome. It shrunk well and took clear Krylon spray very nicely. The silver tissue really looks good and if there is a weight penalty it is negligible. The only negative comment I have is that it is more brittle than Jap tissue and punctures easily but it is sure a practical alternative to airbrushing. Try it, you'll like it.

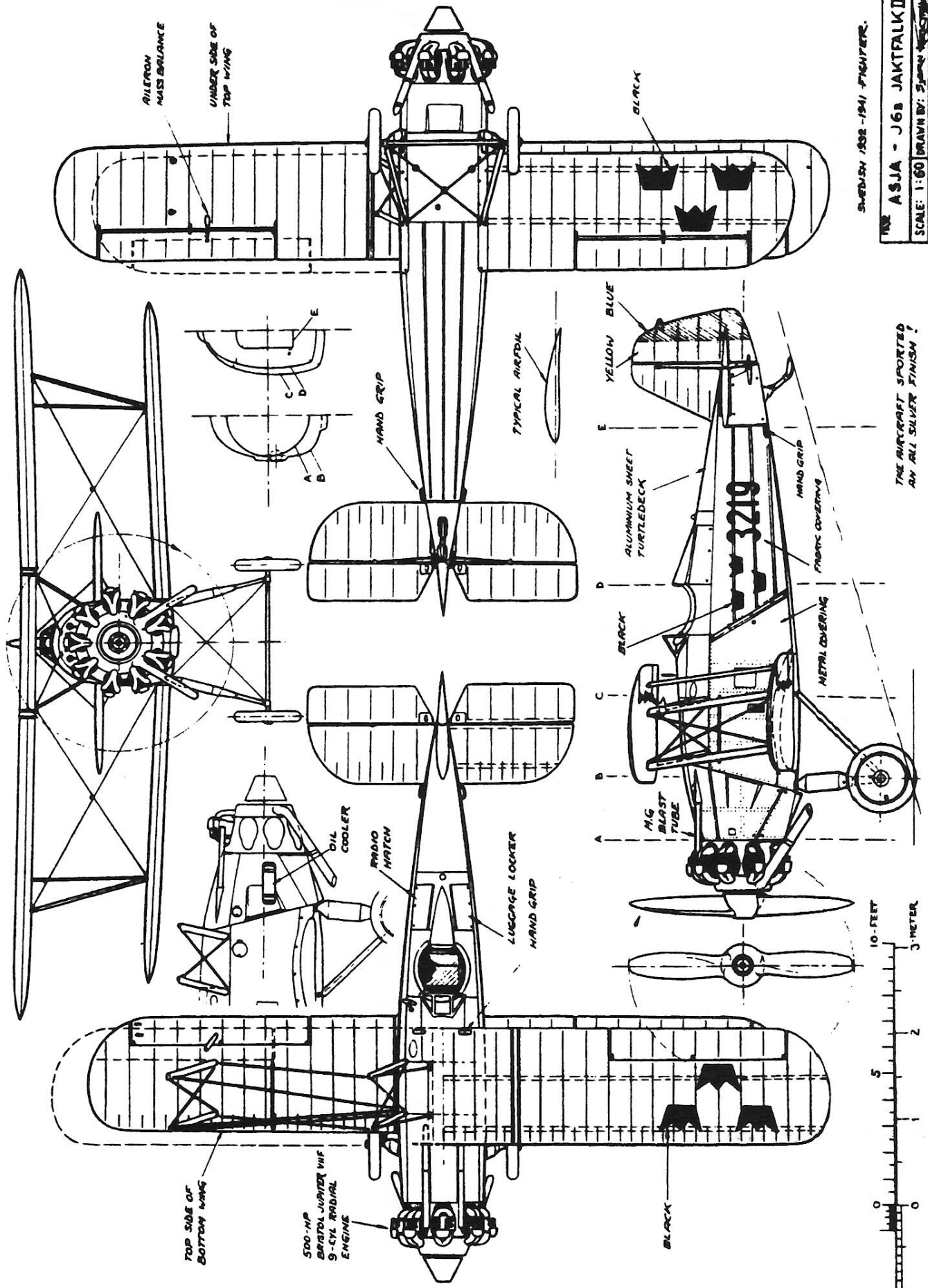
The incidence I have in the wings may seem excessive but this setup will reduce the amount of downthrust that you'll need. The stab is shimmed/adjusted during the trimming phase and then glued in place. For me, this is a more practical arrangement because every time I have to use a lot of downthrust I have trouble controlling the nose block fit.

Trimming the model proved to be no problem. Start with the CG at the top wing spar and shim the stab for the best glide. My model has a natural right turn so I only had to control the down thrust. The model has a good climb out, good transition to cruise and an acceptable glide. The flight pattern is stable and repeatable indicating the rudder and stab seemed to be sized correctly. This is one of those models that really seems to want to fly. After the trimming session I weighed the model with the rubber motor removed. The model weighs 32 grams. Although I'll experiment with different rubber/prop combinations my trim flights used a 7" Peck prop shortened to 6" and two short loops 1/8" Tan II. Adding longer motors will have to wait until spring.

The 3V and picture shown on the plan are from the same reference source and I've included the Karlstrom drawing I used to develop the plan. There are differences in all three but they are provided to assist you with rigging, undercarriage details and insignia.

This is a neat looking model but almost looks plain. The model is all silver with black insignia and numbers. The only color is the yellow and blue stripes on the rudder. Adding panel lines to the fuselage, with a Sharpie, really helps. Refer to the 3V and add as much detail as you are comfortable with but be careful. A few clean markings look better than many sloppy markings.

Epilogue: This turned out to be a big model for a 17" wing span. With the thrust line in the center of a large/clean fuselage there is lots of rubber room. Also, the technique for constructing the nose/cowl/engine worked very well and it wasn't difficult. Try it on one of those "exposed-engine" beauties that you have avoided because it looked too tough.



SWEDISH 1938-1941 FIGHTER.

NO. ASJA - J6B JAKTFALK II
 SCALE: 1:60 DRAWN BY: S. J. ...

THE AIRCRAFT SPORTED AN ALL SILVER FINISH!

Back issues available @ \$3.50 each.

Send check to EDITOR (S. Meyers)

May-Jun 96: OUT **July-Aug 96:** OUT **Sep-Oct 96:** OUT
Nov -Dec 96: Schanzle-Pasped Skylark, Tail wheel tales, Felix Gutman Outdoor Endurance Job, 96 Maxecuter Fun-Fly results, Pearl Harbor, Clark Y airfoils
Jan-Feb 97: OUT **Mar-Apr 97:** OUT
May-Jun 97: OUT **Jul-Aug 97:** OUT
Sep-Oct 97: Pittman- Double photo pages Gasu Denki Koken A* 10 cent plan by Dave Aronstein also his "Washingtonian Proposal" Al Backstrom's Maubossin Hemiptere 10 center No-Cal Hellcat by Ralph Brady and Wildcat by Mike Nassie Russ Sandusky's work shop E:mail stuff on Geneseo
Nov-Dec 97: Srull- Vega Issue Comet Dime Scale Vega plans & details of Kudzu Vega Event. Peerless Vega plans Kuzu and Comsat contest results Many Vega 3-views and color schemes.
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Jul-Aug 98: Schanzel Super scale Rearwin Skyranger separate detailed plan 1998 Geneseo Nats Winner many building tips & hints, list of Classic Rubber Scale Models.
Sep-Oct 98: Meyers-6th dimescale issue
Bob McClelland's Cunningham-Hall dimer Comet Puss Moth, SPAD & Fok D7 for next year's Kuzu Kombat Dave Stott on Dime Scale NBM & Brainbuster results Van Gorder Farewell
Nov-Dec 98: out **Jan-Feb 99:** out
March-April 99: Bowers & Raykow- 29" Mooney A-1 for electric, building notes on Chris Parent's PWS 10, 17" Fokker D-8, 14" DH Moth Minor, More on Robert Short, and ' Visits with Kurt Tank' by Hurst.
May-June 99: Russ Sandusky -Goodyear Racer issue with 4 plans OLE TIGER, IDJIT'S MIDGET, POGO, AND BONZO with 3-views and building comments. How to build Cheek Cowl. An account of the 1966 FDK races and a brief history of the Goodyear Races. Eastern U.S. Free Flight Champs results and photos.
Jul-Aug 99: Meyers-7th Dimescale Issue featuring Comet dimers, a Fairchild 24, an Aeronca Low Wing, Aeronca Seaplane and the Luscombe again. Contest flyers for Kudzu and the MaxMeet. Don Srull tells the Kestrel Farms story. Burt Phillips expounds on compressed air, air hogs and Luft Schwein. Bob McLellon gives us some trim pointers for the Cuninghams-Hall. John Hunton builds and critics the Aero Aces Cessna CR3 kit. ALPS decal printer introduced.
Sep-Oct 99: OUT **Nov-Dec 99:** OUT **Jan-Feb 00:** OUT
Mar-Apr 00: Schmitt und Srull - Nakajima 91 by Nate Strurman, westland F.7/30 by Bob McClellon, John Hunton on tools and the Stinson Gullwing, Doug Hannay remembrance.

May-Jun 00: Sandusky racer issue, Ingleside, Essex, & NBM results, GeeBee R2 & Laird Solution no-cals, Brown B2 by Tom Nallen, Keith Rider R-6 peanut by Dave Livesay. Visit to Bill Bell's shop Kevin Sharbonda construction article.
Jul-Aug 00: Guillow's WWI issue Nieuport 28 & Pfaltz D-3, keel construction notes, Windsock Datafile list, vacuforming wheels. Kevin Sharbonda construction article.
Sep-Oct 00: Guillow's WWI issue Albatross D5A & Sopwith Camel, carving pilots heads, contest announcements, Phil Cox on the N-28. Guillows construction articles.
Nov-Dec 00: Guillow's WWI issue SE5 & Fokker D-7 Kudzu & Petersburg results ads for Lozenge Tissue and Small Scale pilots and wheels.
Jan-Feb 01: Guillow's WWI issue Fokker D-8 & SPAD Don Srull & Pat Daley on micro R/C for rubber type planes. Bob Thompson on flying Guillow's WWI's. Tom Arnold on shimming. Pat Daley's construction tips.
Mar-Apr 01: Guillow's WWI issue Nieuport 27 & Bristol Scout Tom Arnold's November '92 Scale Staffer/ Newsletter on horizontal keels. Dan Driscoll on the N-27. DPC models announces it is kiting Guillow's type models. Micro-R/C sizing. Walt Eggert's Monofilament Strut article. Steve Hales' laminating article.
May-Jun 01: OUT **Jul-Aug 01:** OUT
Sep-Oct 01: Meyers Snipe issue, Guillow's DPC, & Wherry plans and comments Robert C. Hare WWI article from OCT 1949 MAN.
Nov-Dec 01: OUT
Jan-Feb 02: Bert Phillips- Float Plane Issue- Aime-Srull Besson MB.411, Struck NC-4, Stott Blackburn Baby, Wherry Westland N16/N17, Curtiss R3C-1, Fenway Floats for Bostonians.
Mar-Apr 02: Meyers Microplano Velose Issue. Joe Wheery 13" MV from MAN, Moony 13" MV from MB, Meyers 16" MV and Micro R/C Equipment primer.
May-Jun 02: Marcheese & Griggs Peanut T-28, Deja Vu, Hannan SE5, Comet Dimer & 5¢ Aeroneer, Aronstein Goldwing, Henry Struck appreciation.
Jul-Aug 02: Meyers Tailless Issue- 1940 FA "Mystery Tailless" Roy Clough *Flying Saucer*, Jimmy Allen Story, Tissue over Mylar.
Sep-Oct 02: Schanzle- Vultee BT-13/15 Valiant & Part 1 History of American Private Aviation
Nov-Dec 02: Schanzle-Fairchild 21 Color Issue & Part 2 History of American Private Aviation
Jan-Feb 03: Schanzle-Fairchild 95 XC-31 & Part 3 History of American Private Aviation
Mar-Apr 03: Driscoll- Low Wing Old Timer Issue Full size plans: Modelcraft *Black Bullet* & Berkeley *Chieftain*, reduced scale Comet Senior Dart & Air Age Swoose review of others, tribute to Ernie Green & Doug McHard
May-Jun 03: Meyers Big Guillow's Issue N-11 in detail, How to build one light for Micro R./C or Free Flight, MAN Hare article and Nieto 3V, Phil Cox on a Rubber version, John Ernst on the DPC Halberstadt CII.

The KUDZU FLYING CORPS

Presents Its Annual Land & Lake event for 2003

Friday September 19th 2003 On the lake 4pm 'til dark

All aircraft must take off from the water to be scored. No internal combustion engines. Landing scored as follows:
missed the water 0, crashed on water 5, survivable water landing 10, smooth water landing 15.

Events: Any scale rubber model. Any powered scale model. Any nonscale cabin. Any stick model.
R/C race around a course, Get those Tiger Moths and Sticks on floats.

Saturday September 20th 2003 RAEFORD, N.C. 9 AM TO 5 PM.

Mass Launch Events: NOTE: no 15 % power requirement

- | | |
|-------------------------|--|
| 1. WW1 Biplanes | 5. Modern Production Civilian 1945 and later. |
| 2. Golden Age Civilian | 6. Dime Scale. |
| 3. All racers combined. | 7. Military low wing trainer any era |
| 4. WW2 Military | 8. Flying Horde for scale airplanes- the last event of day |

Timed events: Old Time Rubber Cabin only. Flown all day.

Hard Core Scale: turn in for judging 11 AM; fly all day

1. FAC Power Scale. 2. FAC Jumbo Rubber Scale. 3. FAC Rubbber Scale

Feature Event! Jumbo/ Coconut Fly your Rees Aristocrat or other big 36" or larger model in a timed mass launch. This is the big one! Sponsored by Bill Sheppard.

Lunch break at 12:00 noon on Saturday. Entry fee \$5.00 even includes lunch!

There will be a buffet dinner at McCalls at 8:00 PM Friday night.

A pizza and beer dinner will follow the meet on Saturday evening at the Pizza Hut near Fayetteville. Trophies awarded there.

Questions, directions, maps, etc.: call Dave and Marie Rees 919-778-6653.

June 28 2003 Kent Field FAC Fun Fly Results:

After being rained out on June 8th, we finally had a good flying day. Sun aplenty, temperatures tolerable and very little wind. (The best day of the year for flying). The fallow field had some high weeds, but the only lost plane was Bob McLellon's Goon which got run over by a car. 13 people flew.....9 were FAC contestants..... plus several other visitors..... the Mass launch events had 6 entrants and flew three heats taking out 2 then 1 and then the final. Wally Farrell came up right after most everybody left and had time for one event. He knocked Dan out of first place in Dime Scale.

Many thanks to Dave Franks for ram rodding and running this truly fun event!

MASS LAUNCH EVENTS

World War I:

- 1 Frank Rrowsome.....Fokker D VII
2 Stew Meyers.....Camel
3 Dave Franks.....Martinsyde

World War II:

- 1 Dave Franks.....Tony KI 61
2 Dan Driscoll.....Zero
3 Stew Meyers.....Kharkov R 10

All Racers:

- 1 Stew Meyers.....Vega
2 David Mitchell.....Hughes Racer
3 Ed Zapolski.....Chambermaid

Low Wing Military Trainers:

- 1 Bob McLellon.....Temco T-35 Buckeroo
2 Dan Driscoll.....ARADO 96
3 Dave Franks.....Fiat G-46

TIMED EVENTS

Golden Age Civilian:

- 1 Dave Franks.....Gadfly
2 Dan Driscoll.....Porterfield
3 Bob McLellon.....Stinson Reliant SR-9

Dime Scale:

- 1 Walt Farrell.....Cessna- 34
2 Dan Driscoll.....Cessna -34
3 Frank Rrowsome.....Ong

FAC Peanut Scale:

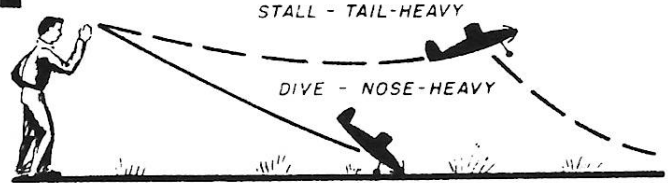
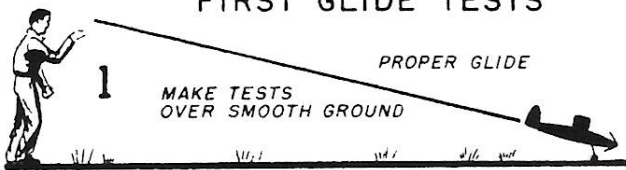
- 1 Frank Rowsome.....Rearwin
2 Dave Mitchell.....Howard Pete
3 Bob McLellon.....Vagabond

Jimmy Allen event canceled- only two showed up.

AIR-MODEL MANUAL

The Adjustment of Rubber Powered Models

FIRST GLIDE TESTS



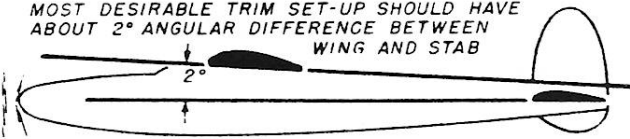
CORRECT NOSE-HEAVY TRIM BY THESE METHODS :



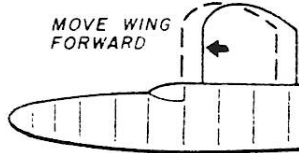
CORRECT TAIL-HEAVY TRIM BY THESE METHODS :



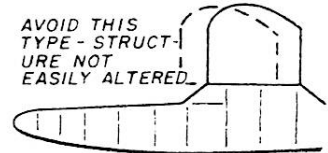
MOST DESIRABLE TRIM SET-UP SHOULD HAVE ABOUT 2° ANGULAR DIFFERENCE BETWEEN WING AND STAB



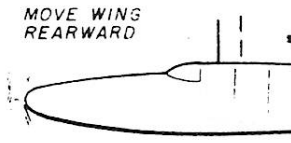
MOVE WING FORWARD



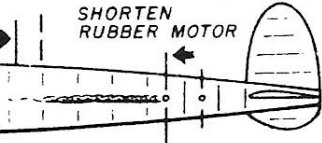
AVOID THIS TYPE - STRUCTURE NOT EASILY ALTERED.



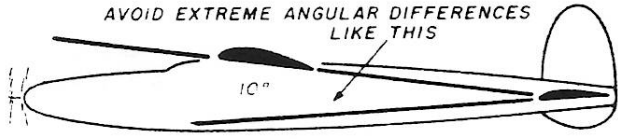
MOVE WING REARWARD



SHORTEN RUBBER MOTOR



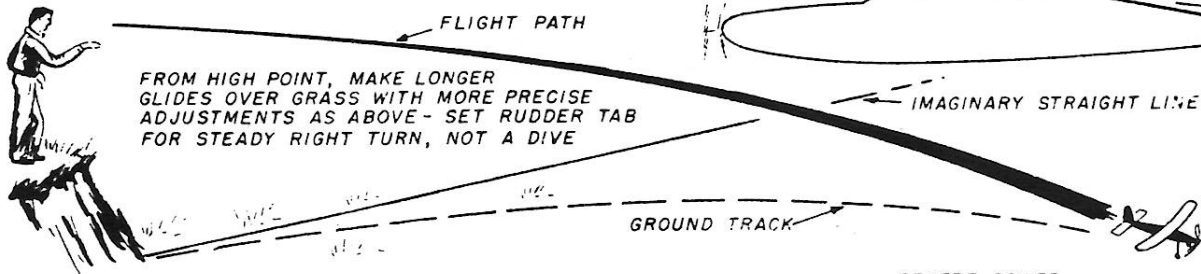
AVOID EXTREME ANGULAR DIFFERENCES LIKE THIS



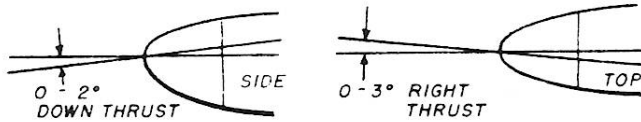
NEVER THIS - UNSTABLE PITCHING MOMENT HAS BAD STALL TENDENCIES.



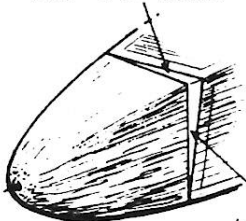
2 LONGER GLIDES - TURNS



3 FIRST POWER FLIGHTS



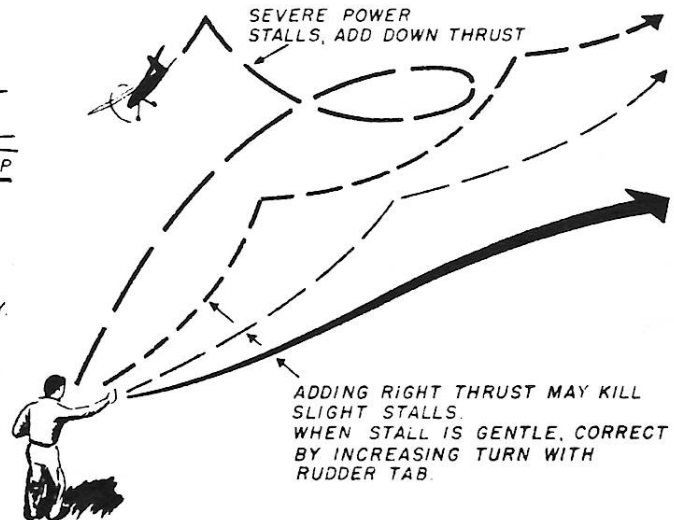
1/32" - 1/16" SHIMS



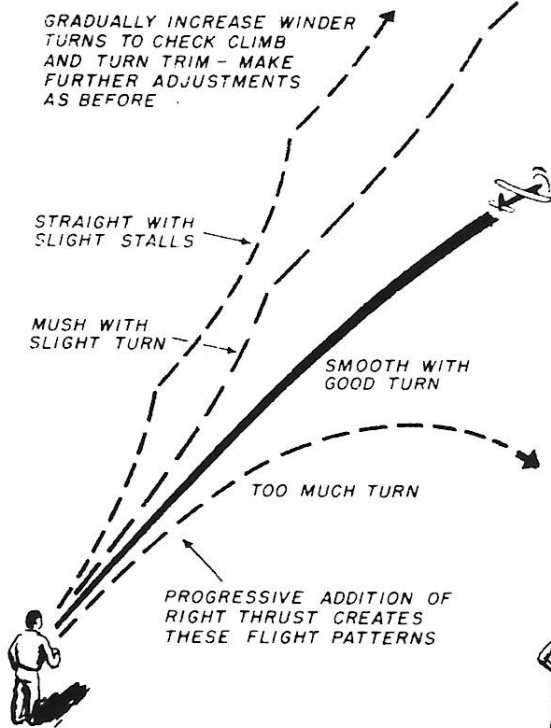
MOST MODELS FLOWN RIGHT IN CLIMB AND GLIDE - MAKE FIRST POWER FLIGHTS OVER GRASS IN AN OPEN AREA PICK A CALM DAY. USE WINDER, ABOUT 50 TURNS TO START.

DOWN THRUST USED TO CORRECT STALLS - RIGHT THRUST CORRECTS TORQUE AND MAKES RIGHT TURN.

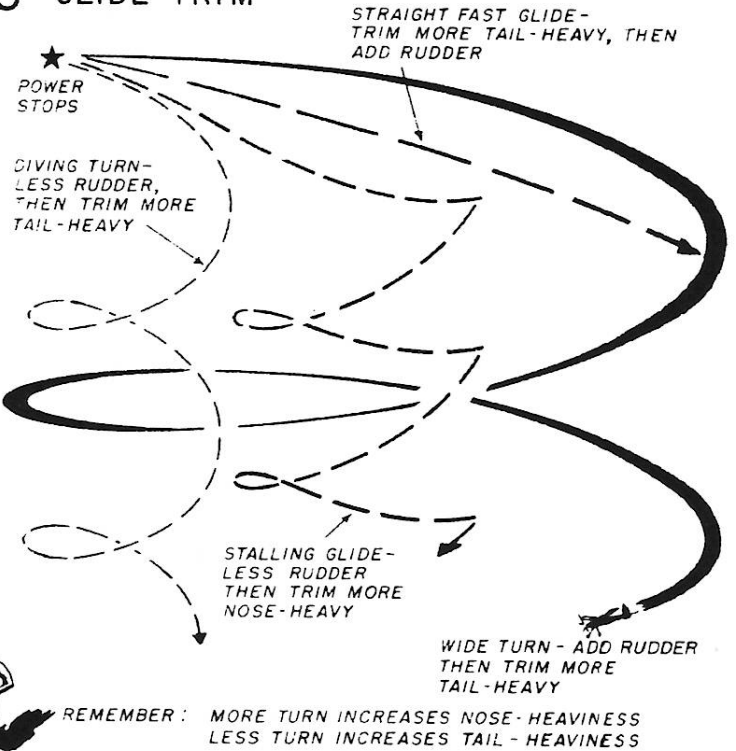
1/32" - 3/32" SHIMS - NORMAL NOSEBLOCK ADJUSTMENTS



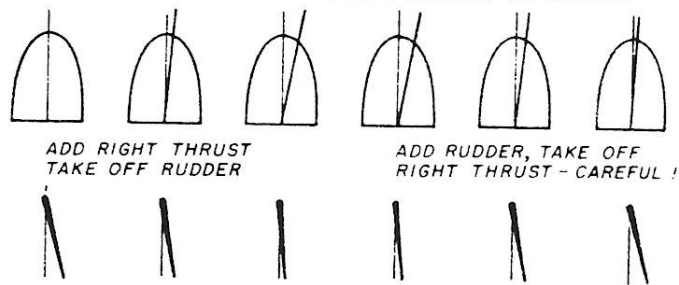
4 INCREASE POWER



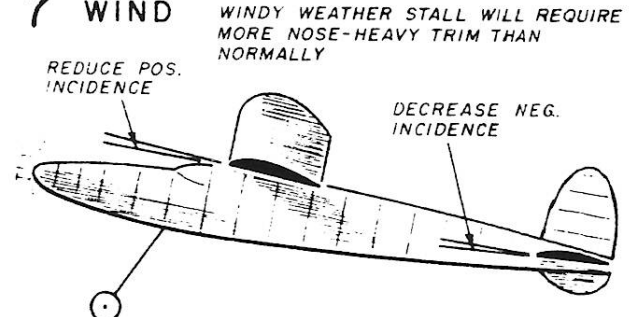
5 GLIDE TRIM



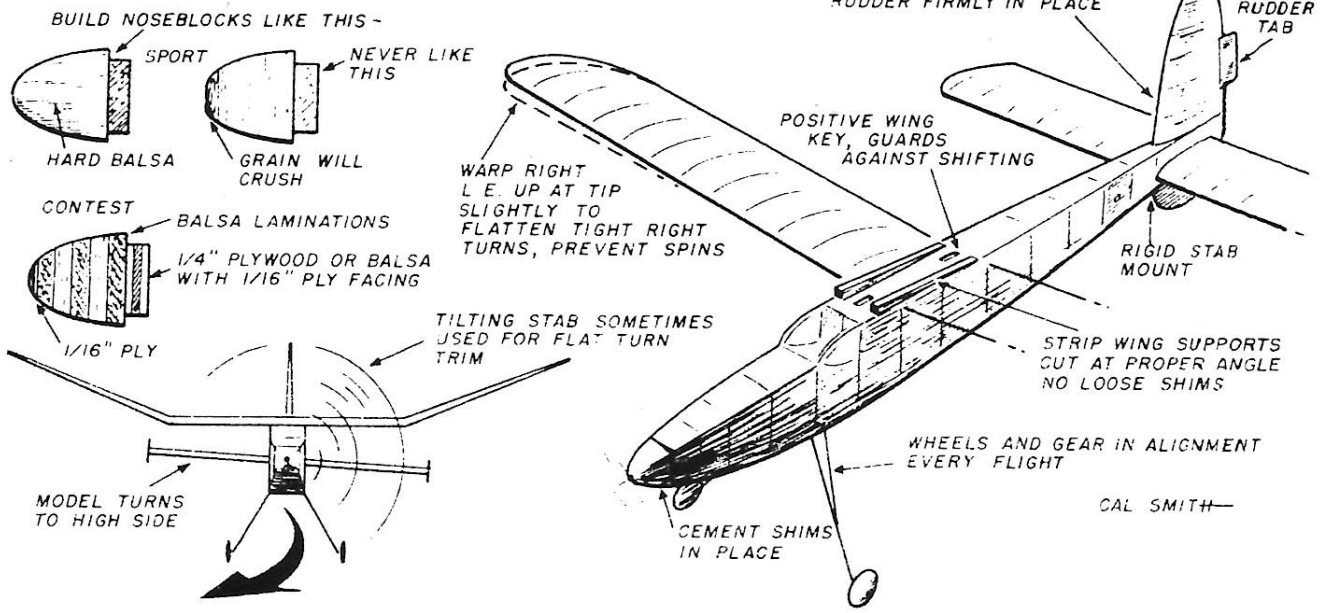
6 FINAL TRIM



7 WIND



8 MODEL FEATURES



AT Data Dept: How to Adjust a Rubber Model

August 1952 Air Trails

Most rubber models are flown with right-right adjustments, which means that the power circle as well as the glide is in the clockwise direction. This is the easiest method. Almost invariably, both right rudder and right thrust are required. Other systems, popular in free flight, such as left power and right glide, are far more difficult in rubber due to ever-changing thrust and torque, as well as the changing slipstream from a big fan of a prop. The general idea is to adjust the glide, then, by means of offset and/or down thrust, to adjust the power.

When you begin your test glides, try to find a slope or some high starting point from which the ship can be launched. First make a few hand glides over level ground. It is the old story of correcting tail heaviness (the nose rises abruptly) by any, or any combination of the following measures: move the wing back, remove incidence from the wing (decreasing its angular setting relative to the thrust line), add incidence to the stabilizer (raising its leading edge). However, always try to keep a few more degrees of incidence in the wing than in the tail. This may be in any combination, such as zero degrees for the wing and minus two degrees for the tail, or plus two in the wing and zero in the tail, and so on.

Though some excellent models are flown with zero-zero, for wing and tail, the angular difference opposes the development of a stall (since the tail continues to work as the wing lift fades out). Too much positive angle in the tail may produce stabilizer stalls, or an abrupt stall of the ship. Thus, if the ship remains badly tail heavy, and its wing position is fixed, or nearly so, save yourself time and make structural alterations. Shorten the motor to bring the C.G. forward, or alter the wing position.

If the ship seems nose heavy, the opposite corrections are required: move the wing forward, add incidence to the wing, remove incidence from the stabilizer (which may have to be done by inserting a shim under the trailing edge of the stab). The proper hand glide will be a straight line, from the time the model leaves the hand until it touches down. It should glide slightly nose down and land on the wheels.

If from the glide the ship swoops in for a pretty landing, the plane is tail heavy. However, be sure that you are not causing stalls by heaving the ship too strongly or causing dives by launching it too weakly. If it dives, try a slightly harder launch; if it stalls, launch it more gently. Never launch with the nose pointed up, as stalls always result. Put the nose down slightly and aim at a spot on the ground about 40-50 feet away.

Having made short hand glides, try longer hand glides from some elevation. This will give a truer picture of the glide and will save you much confusion when you begin to use power. If long hand glides are made you can feel free to make thrust line adjustments as soon as you use power, without having an out-of-adjustment glide hanging over to upset you.

Take advantage of long hand glides to put in some turn. Bend the rudder tab to the right to produce a noticeable and steady turn. This turn may be increased later when testing under power. It should not be sufficient to cause a spiral dive.

Fly the ship in a large cleared area, preferably over tall grass, as early power flights may dive in after a stall. Begin with 50 turns—if possible work with the winder from the beginning—and hand launch gently. The ship should almost fly off your hand as you move your arm forward.

Power stalls are corrected by adding down thrust in the form of hardwood shims behind the top of the nose block where it rests against the fuselage. Book match covers or the matches themselves may be used temporarily if they are replaced with glued-on permanent shims before the next flying session. Although you have the plane gliding slightly to the right, right thrust undoubtedly will be needed to make a right turn with the prop running. Shims will be added behind the left side of the nose block to produce right thrust

While you have to kill off severe stalling tendencies under power with down thrust, keep in mind that a plane which stalls in straight flight may fly properly when in a turn (its lift is devoted less and less to support in a turn), or even may dive. So, if your model is going fairly straight at this stage, permit it to tend to stall without actually letting it stall. In other words, it should be permitted to fly rather nose high, or mush, when you can see that a shade more down-thrust would cause it to fly cleanly.

While the theory is to adjust glide, then the power, it is not possible to do so and reach final results without pausing to make slight improvements or readjustments, in the glide. Thus, while working with power, gradually increasing turns by, say, five winder turns a flight (20 rubber turns by a 4-1 winder), the immediate objective is simply- to make power behave well enough to allow you to get the ship high enough, without aerobatics, to really see the glide.

For example, if, say, 60 turns of your winder get the ship high enough for it to steady out and glide uninfluenced by the after-effects of power (as a slight stall when the prop stopped), note whether the model glides straight or in a circle as desired. Is it slow and stally, or fast, tending to dive? Use the same number of winder turns on succeeding flights until, by means of your rudder trim tab, you have obtained the tightest possible circle without a dive.

This is one point where the veteran doesn't take no for an answer. If his model begins to dive as more and more rudder is applied, he will begin to treat the ship for nose heaviness, either adding incidence to the wing or raising the rear edge of the stabilizer. If the glide is a trifle slow he will add rudder! Make enough flights with the same number of turns until you learn how far you can safely push the combination of more rudder and more tail-heavy trim.

The ship may stall and spin to the right, when pushed too far. It is a good idea to back off slightly from

the slowest gliding turn you can obtain, because any wind will cause a stall. (If windy the next flying session, begin with the number of winder turns that get enough altitude for a glide, then adjust the windy weather stall out of the plane by making it nose heavy as required.)

When, finally, the glide is to your liking, step-up the winder turns, steadily adding down thrust and offset thrust as required to prevent power stalls and to make the ship stay in the right turn under power. Now, again, this is where the expert does not stop.

Say your ship is "adjusted." Get critical. Make believe it belongs to a friend and is a model that climbs, hangs and loses time without really getting up. Maybe it will take more right thrust. (The measure of that is the very first turn after take-off; if it rolls nose high you can add right thrust if necessary, but if it flies on its side, racing around the first turn with very slight climb, look out!).

This is tied in with design. Ships with low areas toward the rear, down swept fuselages, sub-rudders, etc., and with high areas forward, tend to roll nose up on that first turn and give you more latitude for thrust adjustment.

Does the glide drag its feet? Maybe your clocked time is nothing to rave about. Most of your duration comes in the glide. After getting as high as possible, it all depends on the ship and how you adjusted it. If that first power turn isn't dangerously tight, you can add slight right rudder to take out that mush in the glide or, if the glide turn is already tight, trim the model a shade more nose heavy. After such changes make half power flights, then step up winder turns again, just so you won't pile in.

How much down and how much offset thrust? That varies, ship to ship. As a rule, a 1/16" thick shim for right thrust is plenty, 3/32" is an extreme. For down thrust, 1/32" usually is enough, and 1/16" asks for it.

If possible, make thrust corrections 1/32" at a time. Many experts make changes 1/64" at a time using brass shims. The danger in bold thrust adjustments with few winder turns is that a flight at nearly full power increases effects of all adjustments and you may spiral in.

Be patient and methodical. Cement in the shims when done, but allow for the fact that the cement will contribute thickness.

How can you tell when you have too much down thrust? Easy. The early part of the flight, the first turn, or even two or three turns may be racy without the ship picking up decent altitude. At high speed, which means high power, down thrust always takes more effect. This is why the less power your plane uses the more down thrust it requires.

This startling fact is true. What happens is that as a low-powered ship edges toward a power stall, it lacks the thrust to pull itself up in the climb. Thus, added down thrust is required to keep its nose from reaching that danger point. But pour on the power and the nose will be pulled down with that same down thrust. Right thrust works the same way. Thus, half-power flights do not reveal what a rubber job will do fully wound. Sooner or later you must pack in the turns to find out. After that, if the model has sure rigging, you can wind it up any time.

For consistent results give close attention to these

features:

Nose block. If one piece of wood, set to grain fore and aft, never up and down. Experts laminate their nose blocks from sheet (like 1/8") with each lamination having its grain at 90 degrees to the next lamination. The block must fit snugly to prevent rocking back and forth, or even revolving under vibration. The key, that portion fitting within the nose of the fuselage, should be thick, of hardwood or plywood. The shoulders of a balsa key wear away. Balsa provides a poor foundation for a tensioner screw.

Wing mounting. Key the wing so that it goes on at right angles to the fuselage every time. A panel forward of the opposite panel will turn the machine. A slightly low tip will do the same thing. (The plane will always bank in the direction of the high side of stabilizer.) A short piece of 1/2" dowel, half rounded and cemented to the bottom of the wing at the center, is one key that does not restrict the wing coming off in a crack-up. The dowel rests lengthwise in a slot. Use a short piece at the leading edge and another at the trailing edge. Replace temporary shims with a balsa sheet filling under the wing, holding it at the same angle. Place the sheet edgewise on the top longerons.

Stabilizer. A pop-up tail provides some degree of keyed mounting. If possible, provide permanent rigging by sliding the stab through a slot or even cementing it in place. Provide for a mounting that never tilts the stab one way or the other; this is the same as applying rudder.

Rudder. If possible, build in the fin and rudder to prevent any accidental movement. If a trim tab is used, make it of metal, cemented well in place so that any alterations are firm and unchanging. However, turn may be adjusted as well by tilting the stabilizer.

For really tight turns without spins, it will be necessary to warp the right wing tip, which is the tip on the inside of the turn. The leading edge is raised slightly (about 1/16") by loosening the covering toward the tip by holding the panel over a jet of steam, then twisting it slightly in the hands and holding until dry. Hold the wing in front of you so that it is convenient to sight along the trailing edge. Sight chord-wise, looking toward the front. Since you want the leading edge up, look for a slight downward warp of the trailing edge (the same thing). Any warp positive enough for you to see, should be enough. All other warps must be removed.

Another point to keep in mind for consistency is to make all your motors alike so that replacements won't upset the trim. If possible weigh the rubber each time. Use the same number of T-56 strands, tension exactly the same.

Use the same number of turns in tensioning, and stretch to the same length. Loose tensioning just means bunching - which may occur anywhere along the motor - for disastrous stalls and dives. If landing gear struts bend out of line, always twist them back before the next flight. If a wheel is out of line it causes a side drag - if bent back it may spoil the glide.

Always keep in mind that any tightening of a turn tends to make the model more nose heavy; taking off turn will increase tail heaviness.

USFF Contest, Ingleside, Maryland

on the beautiful Eastern Shore.

Russ Sandusky

Sunday May 4, 2003

It had to happen, yes we had two days to fly, a little windy but flyable. We even had the Sun come out late on Sunday. This was one of the best flying groups for this terrific contest in many a year. I hope they keep these May dates. A good turn out of flyers from, Pa., Va., Del. MD and Conn were represented.

Some great fly offs on Sunday and Wally's 10 to 20 minute 10 center flight was special too not so his Vega landing in the Cow's drinking water lake. Ed's Pelowtoski's scale models were the best and flew great too. Saturday night dinner at Joe and Lydia Wagner's was even better than last year. Lydia Wagner, Betty Kerr and friends were excellent cooks and gracious hosts along with their husbands, Joe and Tom. Kudos to all. Where were all those other Maxicuters? I miss you guys.

Walt Farrell won Grand FAC champ with a string of Wins at the end. Of course, his stalwart Mechanic Mary Ann Sandusky helped him along. Her second contest. A really first rate contest with screaming engines in the background from the AMA FF crowd. What are those guys flying?

Saturday May 3, 2003

Rubber Scale (5 contestants)	Scale	Flight
1. Ed Pelotowski Mig-9	53.5 Pts.	95 Sec.
2. Walt Farrell ME-109E	51.5	65
3. Bob McLellon Henschel 126	51	41

Jimmy Allen (3 contestants)	3-flight total
1. John Houck Skokie	168 sec
2. Caleb Butler Skokie	160
3. Bob Bennett Skokie	82

WW 1 (5 contestants)	
1. John Houck SE-5	
2. Bob McLellon Fokker D-VII	
3. Ed Zapolski Fokker D-VII	

WW 2 (7 contestants)	
1. Walt Farrell BP Defiant	
2. Bob McLellon SB2A Brewster	
3. John Houck Commonwealth Boomerang	

Racers 9 (5 contestants)	
1. Walt Farrell Rider R-3	
2. Ed Pelotowski Folkerts SK-5	
3. David Franks Folkerts SK-3	

WW 2 No-Cal (5 contestants)	
1. Wally Farrell Hellcat	
2. Russ Sandusky P-51B (5 th year 2 nd place)*	
3. Ed Zapolski BP Defiant	

*Time to retire that Turkey- Stew

Power Scale (3 contestants)	Scale	Flight
1. Ed Pelotowski Polish RWD	65 pts	107sec
2. Wally Farrell Beech StaggerWing	62	41
3. John Houck Aeronca Champ	39	99

Embryo (6 contestants)	3-flight total
1. David Franks Debut	230 sec
2. Wally Farrell Debut	182
3. John Houck Cruiser	67

Golden Age/Modern Civilian (8 contestants)

1. David Mitchell Cessna 140
2. Ed Pelotowski Leopard Moth
3. Mike Moskow Stinson 105

Wally Farrell's Vega landed and sank in the cow's watering hole.

Peanut (9 contestants)

1. Dave Franks Chambermaid
2. Wally Farrell Livingston Monocoupe
3. John Houck Farman Mosquito

Ten Centers (7 contestants)

1. Wally Farrell Cessna Airmaster
2. John Houck DH Leopard Moth
3. Ed Pelotowski DH Leopard Moth

Wally's Cessna flew and stayed in view for something like 15 to 20 min. Wally came back without it but Mark Houck went out later and brought it back.

PHOTOS Page 23

9. A happy Wally Farrell was snapped with his Beech by Frank Rowsome at the recent Ingleside contest.

10. David Franks was a winner at Ingleside with this Racer.

11. Bob McLellon show us his Me-109 at Ingleside. Bob published this one in the FAC news a few years ago.

12. A sample of John Lewars' wood carvings; a temporary pastime distracting him from aircraft. John is recovering from his recent surgery.

13. Capt. Pat's R/C electric 'Blackhawk' Hawk snapped by Jerry Paisley during a scouting flight over Virginia.

14. Bill Barnes flies again! John Hunton built and flew this electric R/C reproduction of the 'Snorter'. John's plan will be in a coming issue of Model Aviation.

15. An addition to the Doug McHard tribute in a previous MAXFAX, here is a youthful Doug starting his Diesel powered Gloster Gladiator.

9

Photo by Frank Rowsome

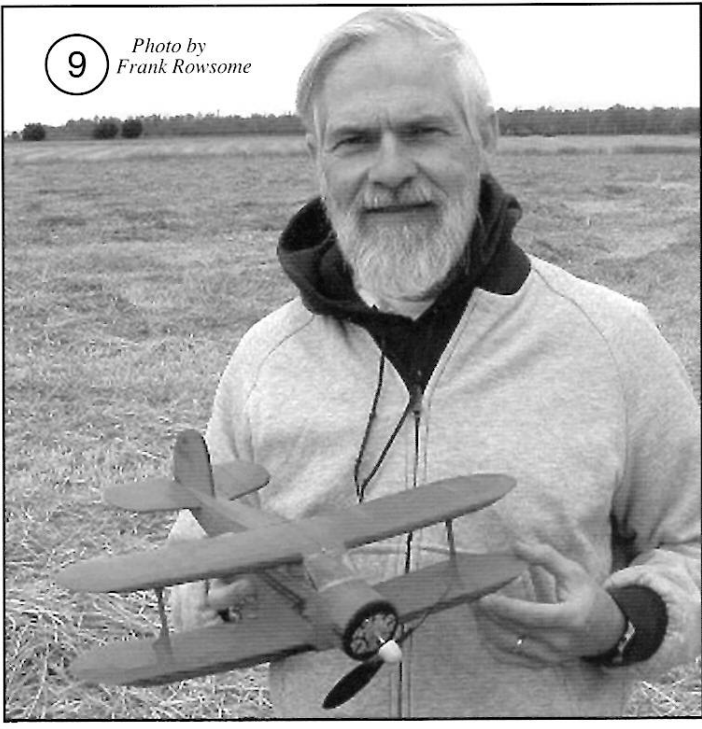


Photo by Frank Rowsome

10



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Photo by Frank Rowsome



Photo from John Lewars

12



13

Photo by Jerry Paisely



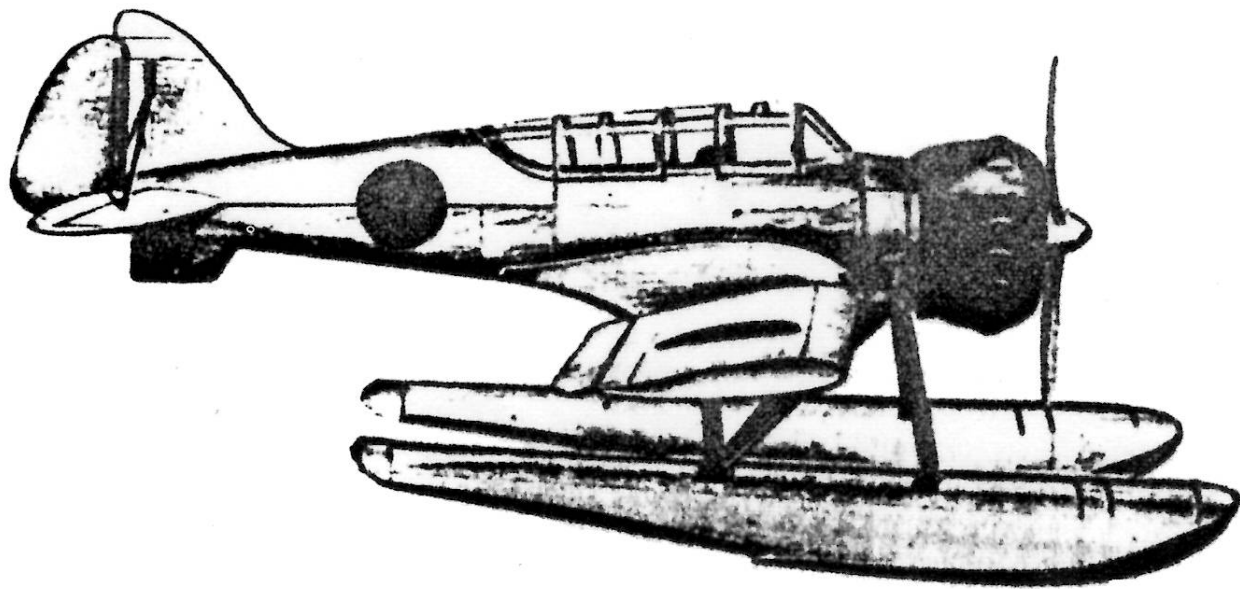
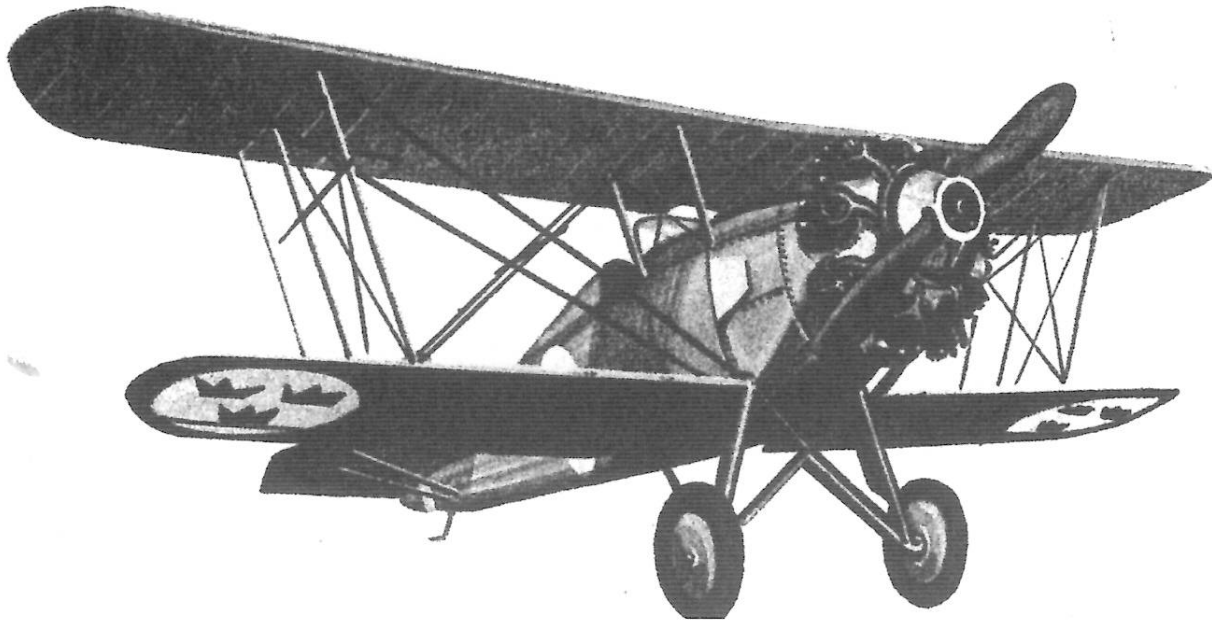
Photo from Lindsey Smith

15



14





CLUB OFFICERS - President: Hurst Bowers, 1649 Birch Rd., Mclean, VA 22101

Secretary: Bert Phillips, 1709 Crofton Pky, Crofton, MD 21111-2305

Treasurer: Norm Davison, 14008 Castaway Dr., Rockville, MD 20853 Email --- nordav@juno.com

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.

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 below is a reminder that your dues are due. Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Norm Davison.

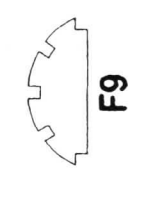
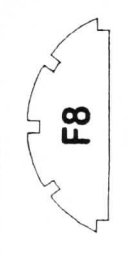
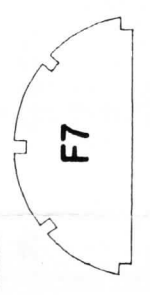
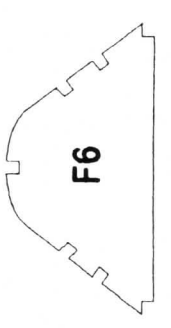
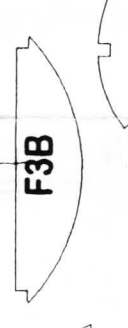
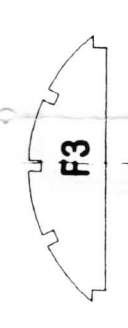
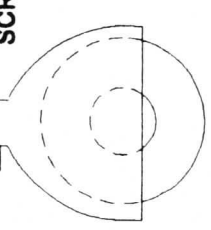
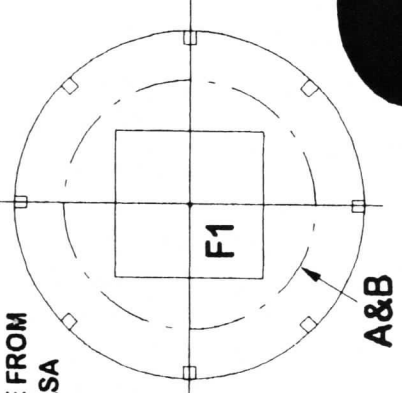
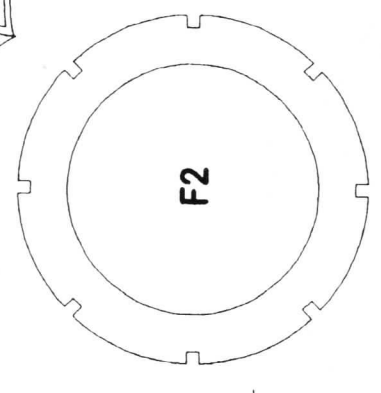
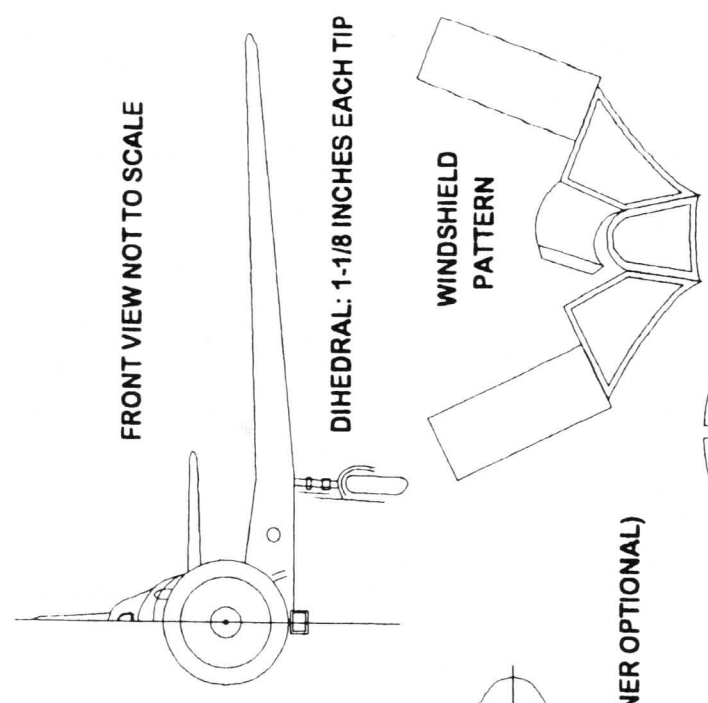
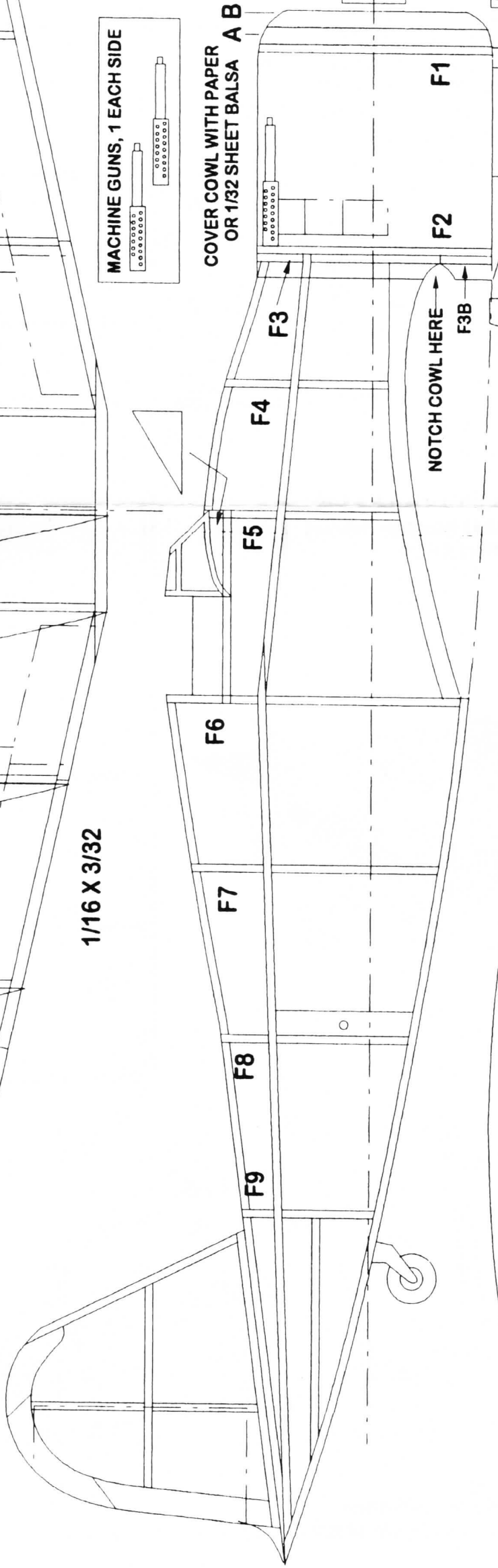
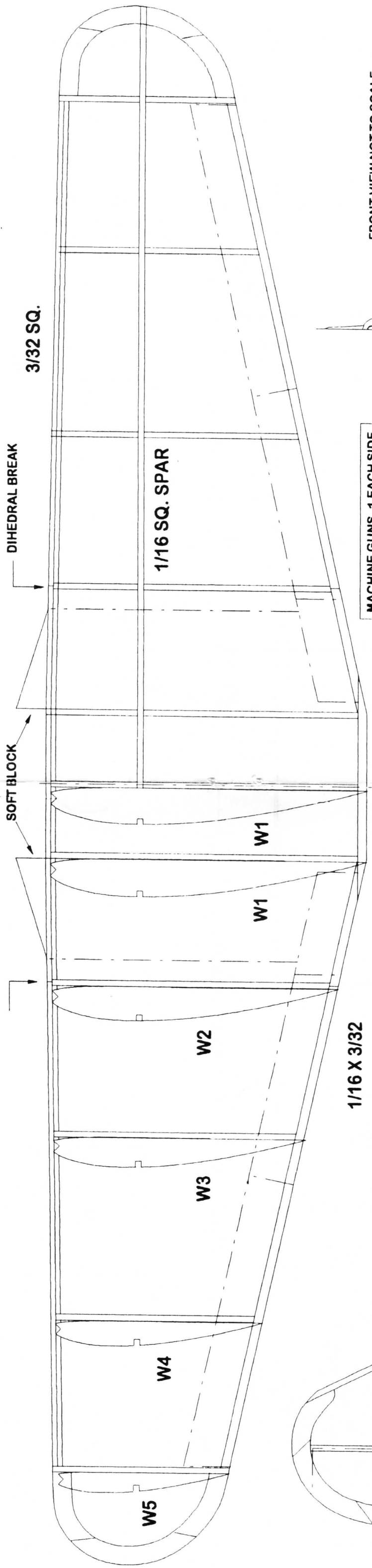
PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

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

Maxecuter web site: www.maxecuter.com

Your DUES are due



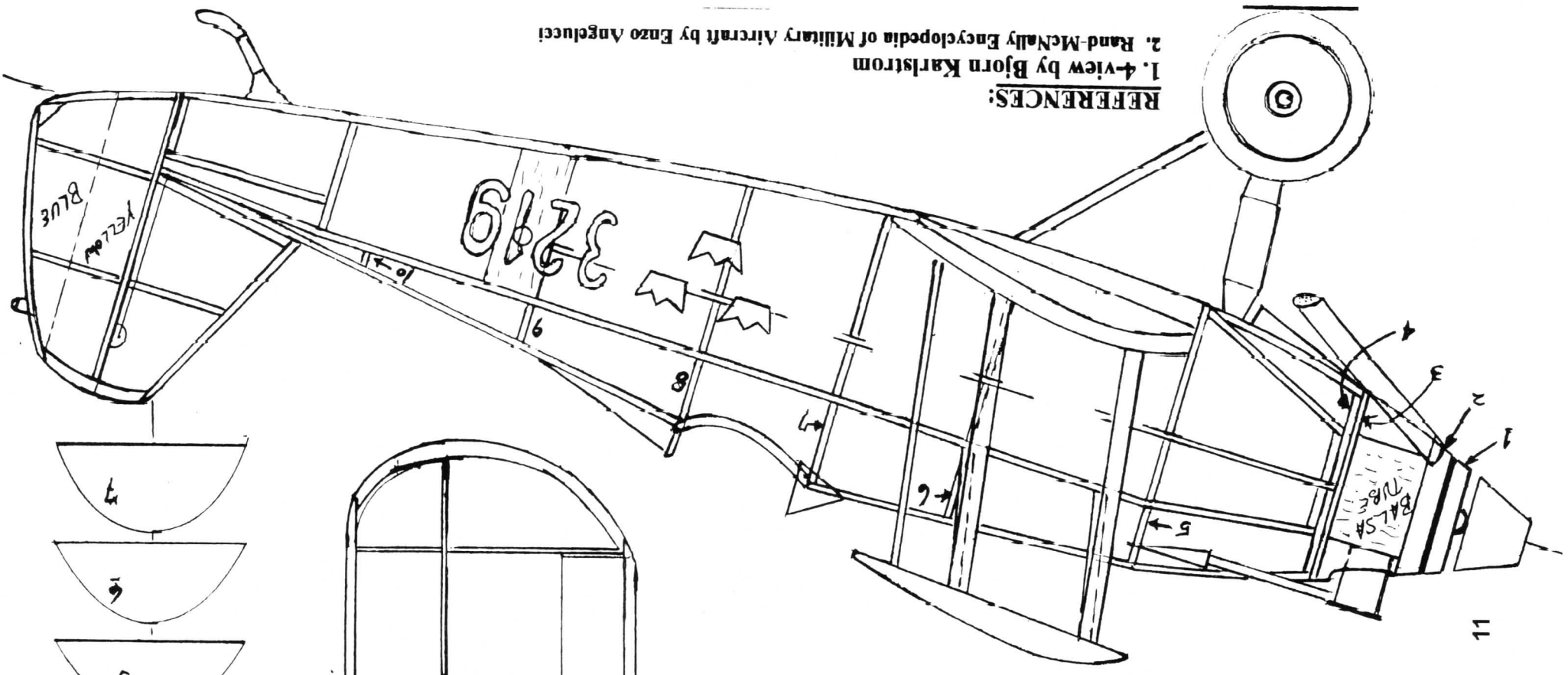


FIAT G.50 FIGHTER

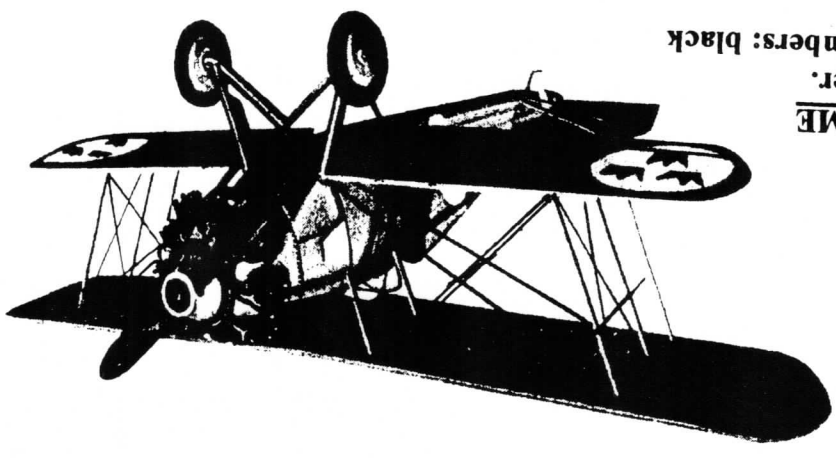
WINGSPAN - 16 IN. LENGTH 12 IN.

DRAWN BY *M. T-ineman*

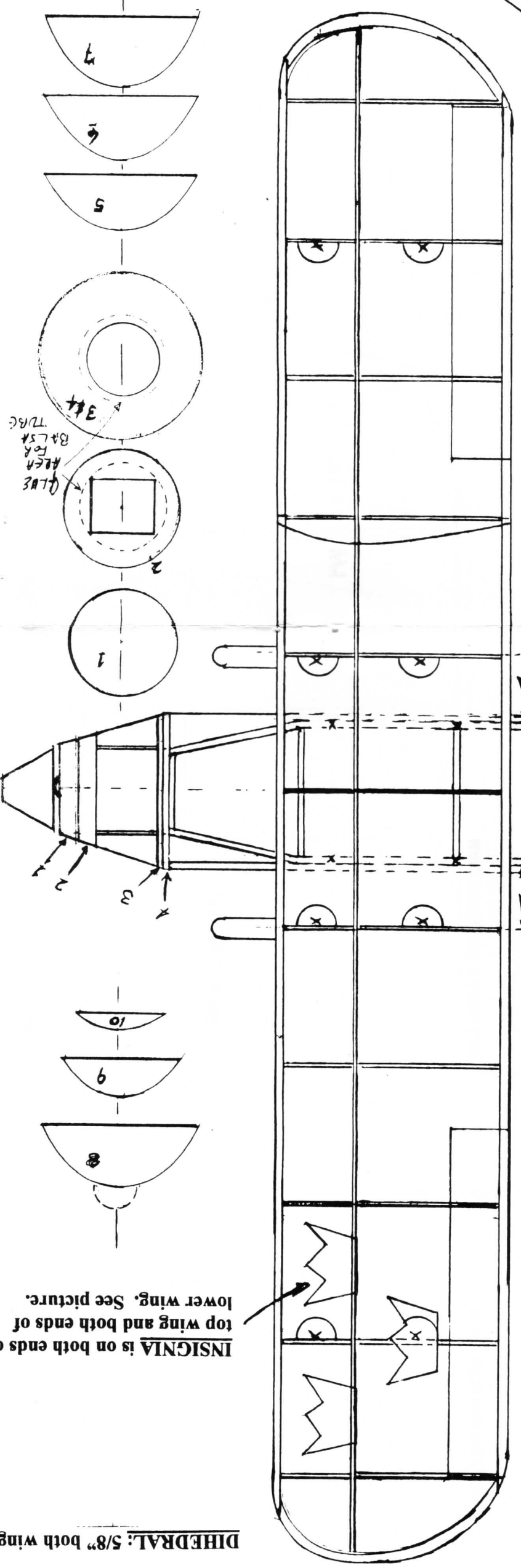
REFERENCES:
 1. 4-view by Björn Karlström
 2. Rand McNally Encyclopedia of Military Aircraft by Enzo Angelucci



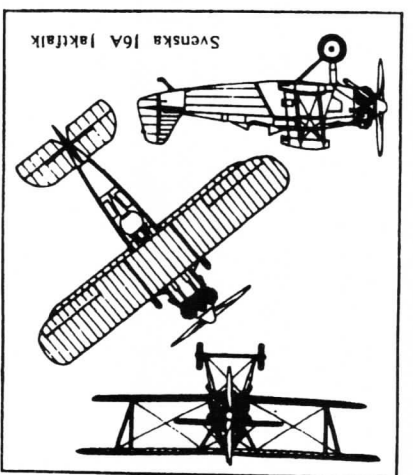
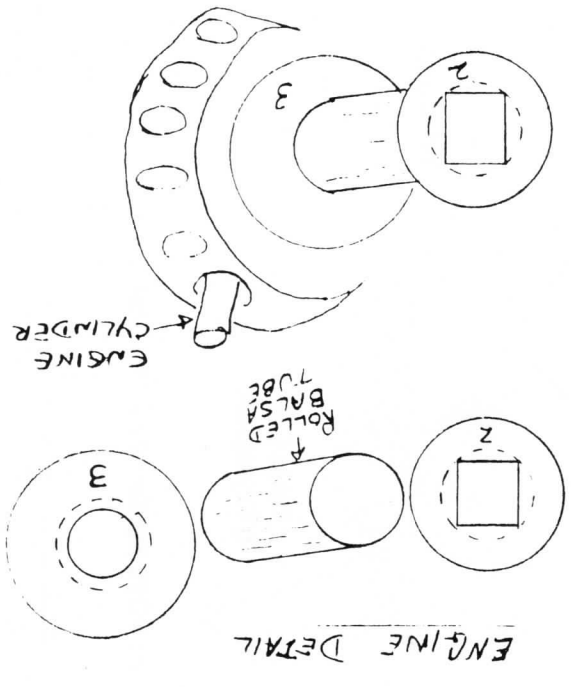
COLOR SCHEME
 Model is all silver.
 Insignia and numbers: black



ASJA J6 JAKTFALK
 (1932-1941 Swedish fighter)
 WING SPAN: 13"
 Designed: Claude Powell
 June 1995

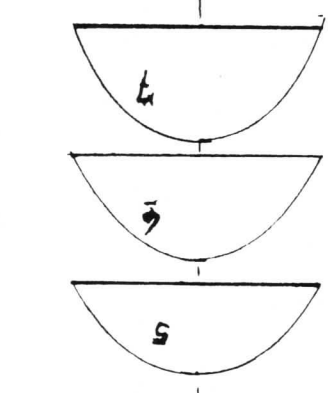
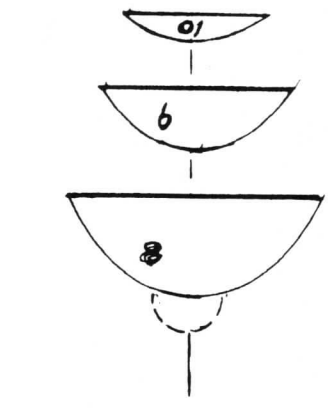
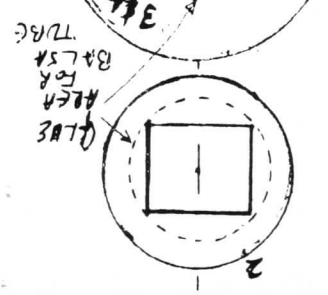


NOTES
 1. End of lower wing. Build the lower wing as one piece by moving the two completed wing halves to the fuselage sides (on plan) and completing the structure.
 2. Nominal wood size for 13"ws = 1/20".
 3. Nominal wood size for 129% blowup = 1/16".
 4. Refer to 3V to add desired details.
 5. Adjust dihedral for enlargement.



INSIGNIA is on both ends of top wing and both ends of lower wing. See picture.

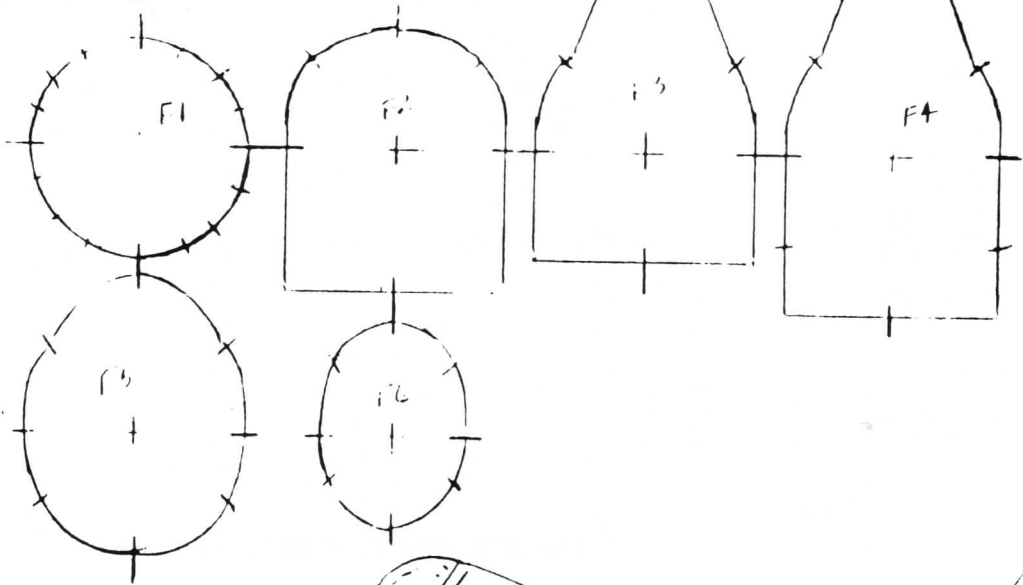
DIHEDRAL: 5/8" both wings



11

14

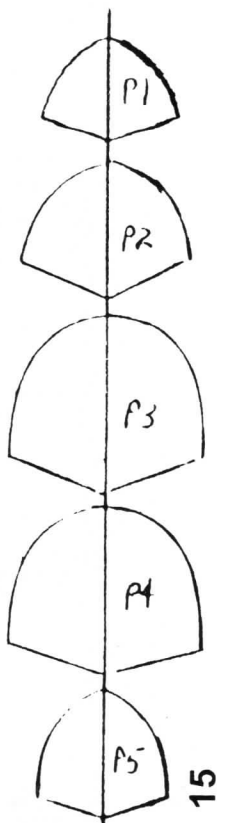
Fuselage Formers



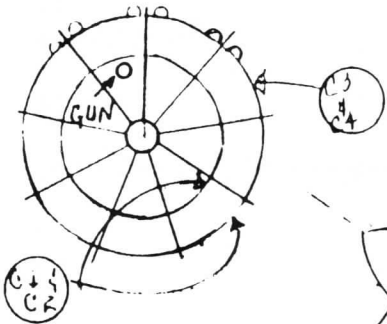
COLOR SCHEME

1. Light grey overall
2. Nose/cowl dark green
3. Red insignia

Pontoon Formers



Cowl Formers



Pontoon nose is blue foam or soft balsa

Insignia Both sides Both wings

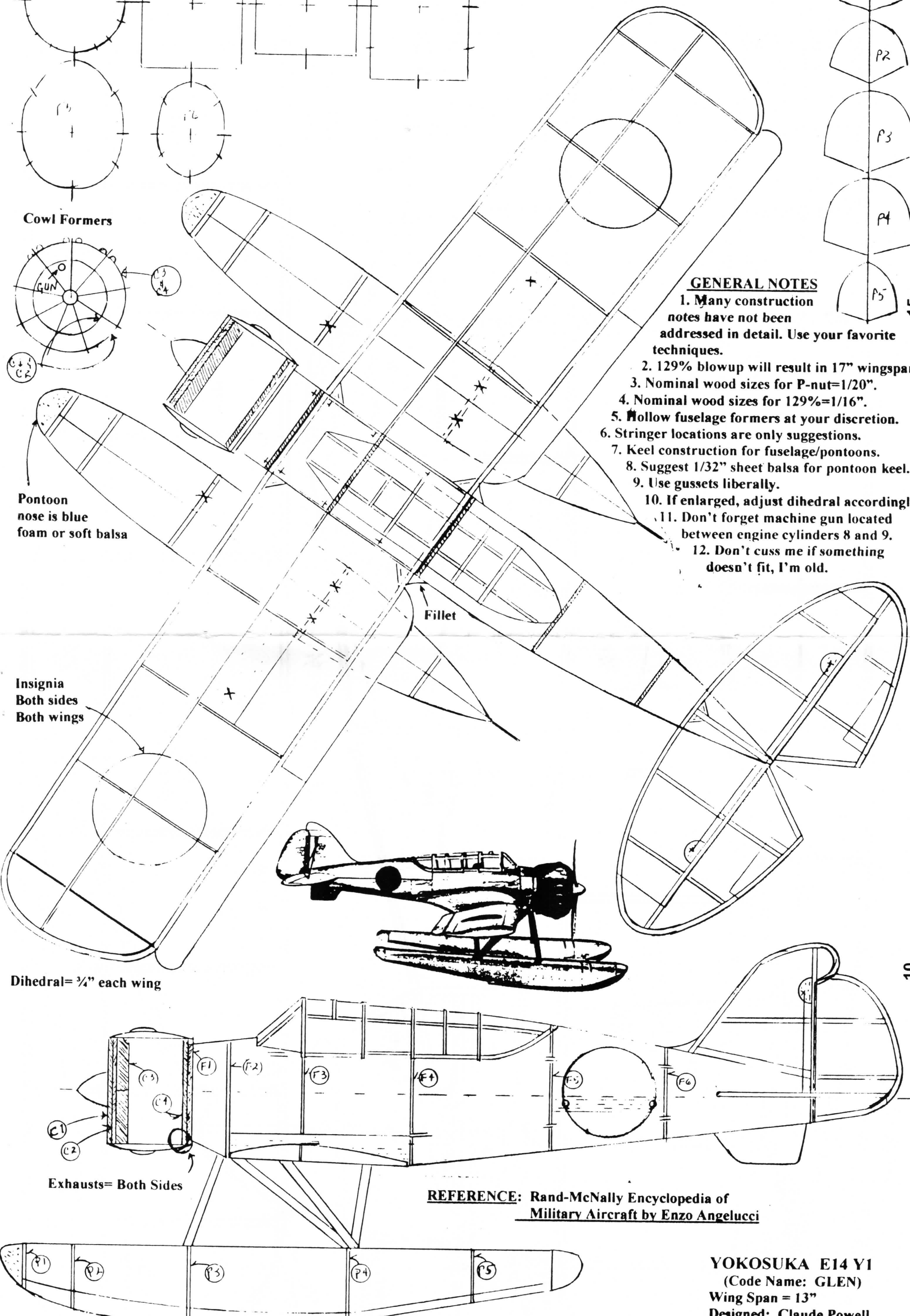
Dihedral = 3/4" each wing

Exhausts = Both Sides

REFERENCE: Rand-McNally Encyclopedia of Military Aircraft by Enzo Angelucci

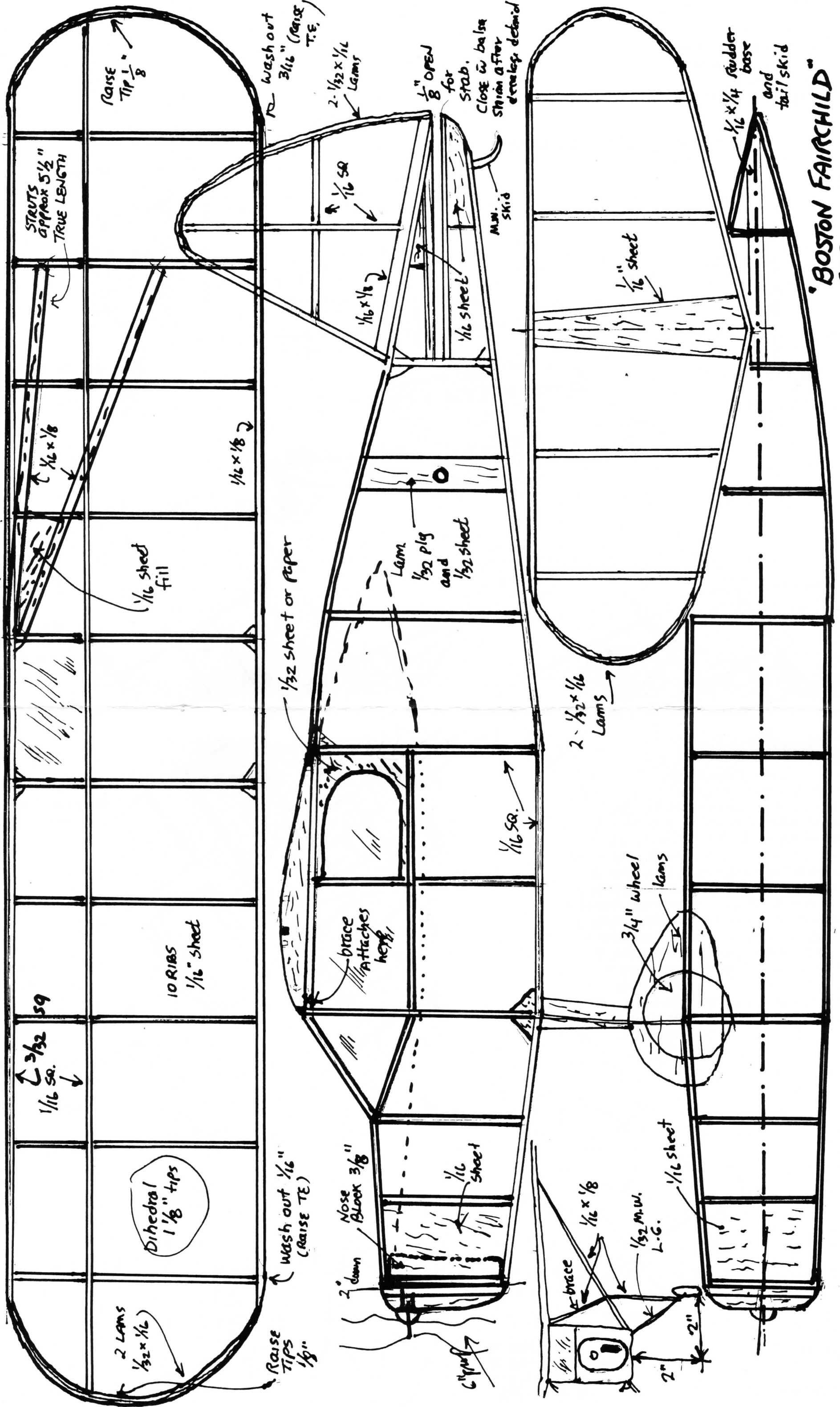
GENERAL NOTES

1. Many construction notes have not been addressed in detail. Use your favorite techniques.
2. 129% blowup will result in 17" wingspan.
3. Nominal wood sizes for P-nut=1/20".
4. Nominal wood sizes for 129%=1/16".
5. Hollow fuselage formers at your discretion.
6. Stringer locations are only suggestions.
7. Keel construction for fuselage/pontoons.
8. Suggest 1/32" sheet balsa for pontoon keel.
9. Use gussets liberally.
10. If enlarged, adjust dihedral accordingly.
11. Don't forget machine gun located between engine cylinders 8 and 9.
12. Don't cuss me if something doesn't fit, I'm old.



10

YOKOSUKA E14 Y1
 (Code Name: GLEN)
 Wing Span = 13"
 Designed: Claude Powell
 July 1995



RAISE TIP $\frac{1}{8}$ "

STARTS APPROX $5\frac{1}{2}$ " TRUE LENGTH

Wash out $\frac{3}{16}$ " (RAISE T.E.)

2 - $\frac{1}{32} \times \frac{1}{16}$ LAMMS

$\frac{1}{8}$ " OPEN for stab. Close w balsm Strain after detail

$\frac{1}{16}$ SR

M.W. SKID

$\frac{1}{16} \times \frac{1}{8}$

$\frac{1}{16}$ sheet

$\frac{1}{16} \times \frac{1}{4}$ Rudder base and tail skid

$\frac{1}{16}$ sheet

$\frac{1}{16}$ sheet fill

$\frac{1}{16} \times \frac{1}{8}$

$\frac{1}{32}$ sheet or paper

Lam. $\frac{1}{32}$ plug and $\frac{1}{32}$ sheet

2 - $\frac{1}{32} \times \frac{1}{16}$ LAMMS

$\frac{1}{16}$ SR.

brace attaches here

$\frac{3}{4}$ " wheel lamms

$\frac{2}{32}$ SR $\frac{1}{16}$ SR.

10 RIBS $\frac{1}{16}$ sheet

Dihedral $1\frac{1}{8}$ " tips

Wash out $\frac{1}{16}$ " (RAISE TE)

Nose Block $\frac{3}{8}$ "

$\frac{1}{16}$ sheet

2 LAMMS $\frac{1}{32} \times \frac{1}{16}$

RAISE TIPS $\frac{1}{8}$ "

2 dam

brace

$\frac{1}{16} \times \frac{1}{8}$

$\frac{1}{32}$ M.W. L.G.

$\frac{1}{16}$ sheet

BOSTON FAIRCHILD Ed Zepuski