

MAXFAX

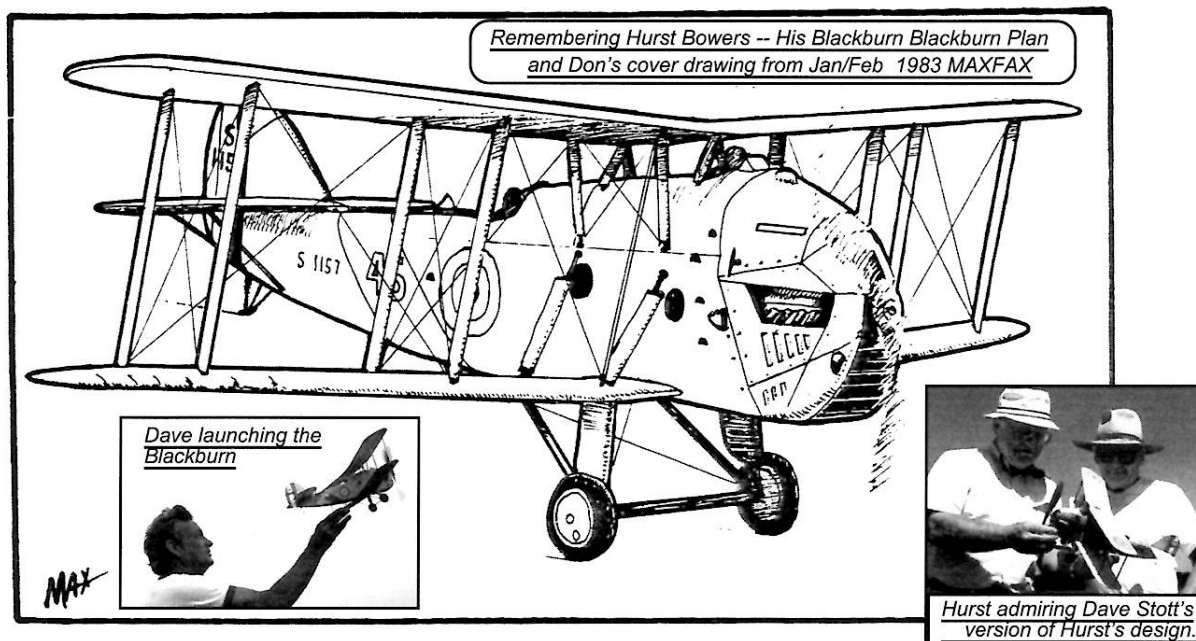


Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

JAN/FEB 2005



Remembering Hurst Bowers -- His Blackburn Blackburn Plan and Don's cover drawing from Jan/Feb 1983 MAXFAX



Dave launching the Blackburn



Hurst admiring Dave Stott's version of Hurst's design.

COMING ATTRACTIONS

NATIONAL BUILDING MUSEUM FLYING

10am time for people on list, general public allowed in 11am)
Sunday Mar. 6, 2005 10am to 4pm Freeflight and Radio Control
IMPORTANT Email Dan Driscoll to have your name on the list for entry and parking.
email to: djdriscoll@cox.net

ALSO CHECK WITH DAN ABOUT THE EVENTS FOR MARCH 6

NBM Delta Dart Cub Scout Training Sessions

10am to 1pm and 2pm to 5pm on all dates
VOLUNTEER INSTRUCTORS WARMLY WELCOMED FOR ALL TRAINING SESSION
Saturday Mar. 19, 2005

30 April, 1 May, 2005 Ingleside Contest

Scheduled are 39 Free Flight events from Catapult glider to FAI Power
Also there will be a FAC Grand Champion Trophy.
Russ Sandusky is the FAC CD For more info check in this issue of MAXFAX
or email Russ at russellsandusky@yahoo.com

May 13 & 14, 2005 Kudzu Spring Contest

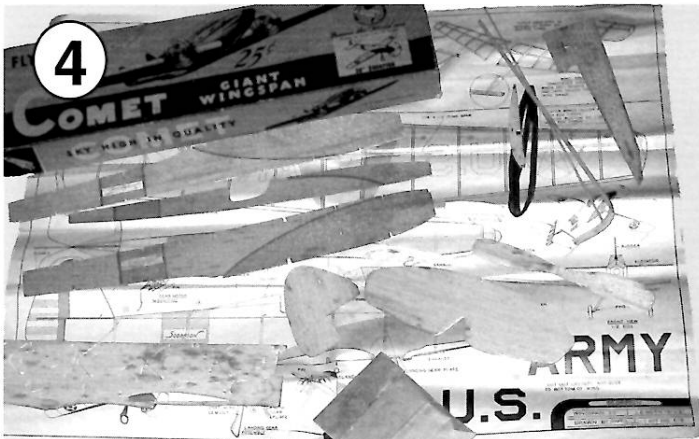
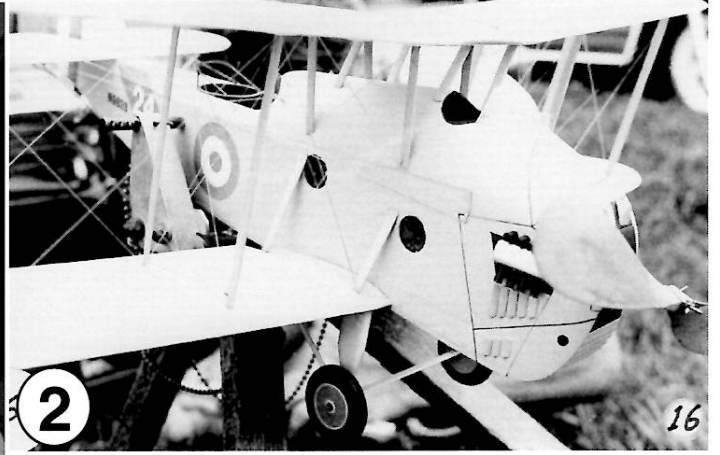
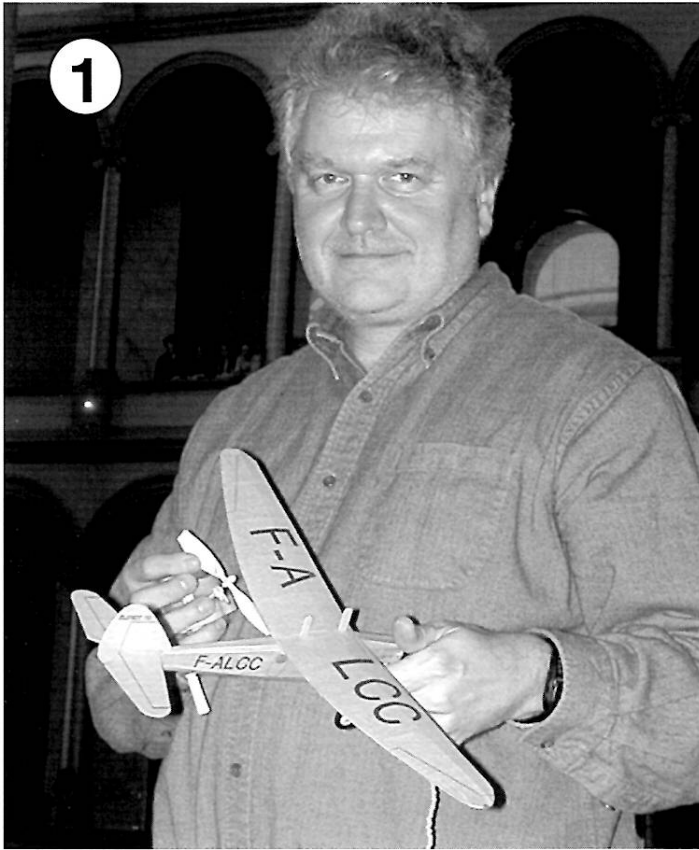
For more info check in this issue of MAXFAX

July 16 and 17, 2005 FAC Non-Nats at Geneseo, New York

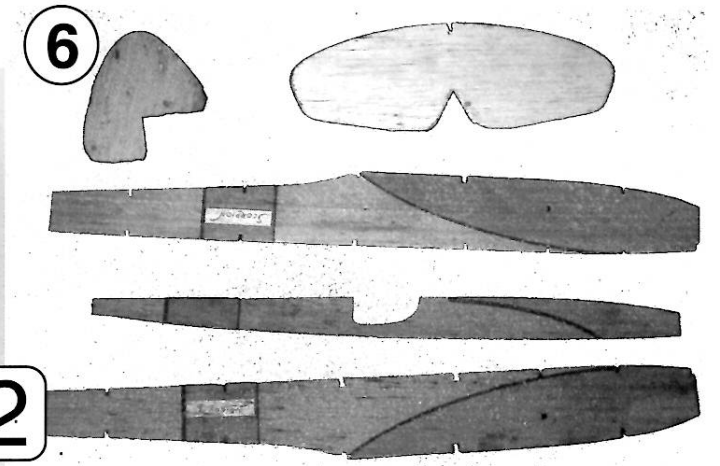
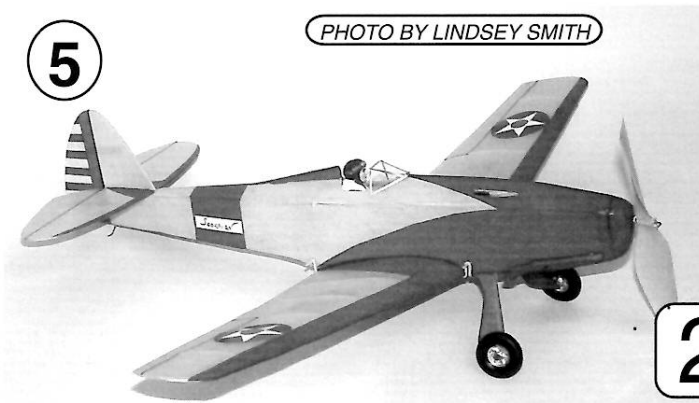
Judging at Days Inn on the 15th.

Aug 26 & 27, 2005 Kudzu Fall Contest

For more info check in this issue of MAXFAX



SCORPION KIT PHOTOS (3-4-6) BY DAN DRISCOLL



The Inside Scoop

Stew Meyers, Editor

There have been some changes in the Maxecuter Club. Hurst Bowers our president and all around good guy has gone west. Stefan Prosky, who originally flew with us as a teenager, has taken over the office of President. Dave Mitchell had replaced our deceased flying buddy and Secretary, Burt Phillips, in December. Now I have retired from NASA and have some more time to resume the role of Treasurer as well as Editor. Thanks go to Norm Davison for filling in as Treasurer for the last five years. The average age of the Maxecuter officers has been cut by about 20 years.

Yes that means you need to send your renewals to me at the address shown on the back page. Some other things remain the same with the Maxecuters. Tom Schmitt does the photos expertly and supplies documentation from his voluminous archives. Dan Driscoll remains my partner in crime in getting this newsletter out. He really should be on the masthead as editor and collector's kit procurer.

This issue features the Comet Scorpion as well as Hurst's Blackburn Blackburn and a profile Ryan by Bob Fickenger. Hurst liked odd, interesting, I'd say ugly, airplanes. He once told me they had the appeal of a bulldog's beauty. We have included some data on the Blackburn. We also have flyers for the Spring Kudzu meet and Ingleside meet. Dan reports on the National Building Museum event. I have plotted out a weight chart for rubber motors. This is applicable to just about all rubber since the density does not vary much. The allowable turns are for Tan II and need to be treated as a guide only for other rubber.

Photo Captions

1. Stefan Prosky, our new President, who kindly filled the position after Hurst left us.
2. Dave Stott's beautiful rendition of Hurst's plan for the Blackburn-Blackburn.
3. Close up of the Comet prewar logo from the lid of the kit box.
4. Comet Scorpion kit contents with typical prewar Comet box. You can see this was a 25 ¢ kit. E-16 to be exact.
5. Photo by Lindsey Smith of his scratch-built Scorpion.
6. The die-cut color printed parts from the kit, red (forward) and light blue (aft) with a dark blue pinstripe separation. Stab and fin are plain, unprinted balsa.

FLYLINE MODELS LIST

101	Velie Monocoupe
102	Bellanca Skyrocket
103	Curtiss Robin
104	Stearman C3B
105	General Aristocrat
106	Kinner Sportster
107	Fairchild "22"
108	Rearwin Speedster
109	Howard DGA
110	Heinkel He 100 D
111	Stinson Voyager
112	Luton Minor
113	Inland Sport
114	Great Lakes Tnr.
115	TravelAir6000
116	Bucker Jungmeister
117	Curtiss "Seagull"
118	Farman "Moustique"
???	Ryan "Spirit of St. Louis"
S201	"Flyette"
S202	Quaker Flash
S203	"MegowCoupe"

FLYLINE MODELS, INC.

Some time after Hurst retired from the Air Fore in 1972, he hooked up with Herb Kluky who had worked at Corr's model shop for years. Herb had been selling the RADIO-O-TOO Kit and plans under the FLYLINE MODELS label. This was a small non-scale single channel biplane with a 25" span and 200 sqin area powered by a TEE DEE .020 engine. He also sold plans which he had drawn up for the Piper J-3 and Velie Monocoupe.

After they joined forces, the Monocoupe was the first kit of the new FLYLINE MODELS, INC. Hurst numbered it 101 as a marketing ploy. Other kits followed mostly designed by Hurst. Don Srull was an officer of the company and built some of the prototypes and designed a couple as well. Don and Hurst were heavy into school yard scale. Hurst got Earl Stahl's permission to kit a few of his rubber scale designs. Herb designed the S-series non-scale models.

Hurst used to say running a model company was a sure way to ruin a hobby. So some time in the early eighties he sold the business to Herb. Herb continued to produce kits until his death some time in the mid eighties. His son sold the plans for a few years after that. The *Spirit of St. Louis* probably only existed as a plan not a full kit. This short history is the to best recollection of Don Srull, Tom Schmitt and my self. Stew Meyers

Comet Scorpion

Background - Dan Driscoll

The March/April 2003 issue of Max-Fax was devoted to old-time low wing rubber models. We got several letters noting models in this category that we had missed. One that caught our eye was the Comet Scorpion, a pretty 20"ws sport model that none of us had ever seen before.

Thanks to Phil Oestricher, Randy Randolph, and Jim Alaback, we were able to get plans, including copies of the original drafts, and information on the Scorpion. The model was designed by Buzzard Bombshell and Phantom Flash designer, Joe Konefes, and had a very brief production life. It appears in the 1940-1942 Comet catalogs as kit E16. It was unusual for Comet in that the sheet balsa parts were die-cut, and the balsa sheet fuselage top and sides were also printed in color.

One evening, I was cruising around ebay (a potentially expensive activity) and found an original Comet Scorpion kit up for bids. I was the only bidder and got the kit for four dollars. (The cheapest kit I ever got off of ebay.) The kit was in pretty bad shape - the box was crushed and one wing had been started. The only major part missing was one of the fuselage top halves. Pictures of the kit appear on the photo page on the inside front cover of this issue. Stew Meyers' comments on the kit are below.

I am aware of only one recent builder of a Scorpion, and that is by Lindsey Smith in England. Lindsey reports that his model weighed 26 grams and is powered with a single loop of 1/8" FAI rubber. He's flown it indoors and out, and it is an okay flyer, but no world-beater. Lindsey's modifications include a sheeted fuselage bottom and a one-piece wing mounted with rubber bands. Pictures of Lindsey's model can be seen at the Maxecuter website (December 2004 and February 2005 photo pages) and page 47 of the March 2005 Flying Models.

For FAC flying, the model would fit into the Old-time Rubber and Two-bit OT Rubber events, but would probably not be very competitive.

We considered proposing the model for a one-design contest, but decided against it. The fact that the model is obscure (nobody remembers building this one as a kid) and there is no currently available kit would limit participation. We may change that decision if enough people express interest.

Kit Comments - Stew Meyers

The Scorpion is a Comet low winger that appeared in the 1940 time frame. As can be seen from the plan, it had a sheet sided fuselage and sheet tail. This was a die-cut kit; one of Comet's first I believe. The sheet size was closer to 1/20th than 1/16th for the sides and tail as measured from the existing kit. The formers and wing ribs are 1/16th. The tail was bare balsa, but the fuselage was printed in red (forward) and light blue (aft); now rather faded and hideous in the surviving kit. The red areas are shown on the plan the rest of the fuselage is light blue, the color separation is a dark blue pinstripe. Use jap tissue to replicate this color scheme. The quality of die "crunching" for the formers and wing ribs was not very good in this example.

In reproducing the parts for this issue, I went with some original Joe Konefes drawings for the prototype rather than trying to trace, scan or otherwise reproduce the die cut parts. I did scan the sheet top and redrew this. The sides are shown full size on the plan and can be used as the pattern. If you elect to use tabs to key the formers in place, you need to add them to the formers and notch the sides. I think this is not worth the effort. Just mark the positions on the sides and glue 1/20th square locating strips aft of each location. Use 1/16 sheet for the formers, wing ribs, wing tips, exhaust, and landing gear. You might think about reinforcing the landing gear with a 1/8" wide strip of 1/64th plywood on the inside.

Naturally you will want to make the nose block removable. Sheeting the first fuselage bottom bay and adding 1/16 x 1/8 strip doublers inside all around the nose will replace the strength and stiffness that is sacrificed by making the nose block removable. Due to the longish nose, I don't think you need to move the rear motor mount forward. But do make it an aluminum tube rather than a pin if you want me to stooge for you. Reinforce the area around the tube with a cross-grained 1/16th sheet doubler.



**CAROLINA MODEL
FLYERS &
KUDZU FLYING CORPS
present
Spring 2005 Contest
AMA - FAC & ROW**

Friday, May 13, 4PM till dark
Walnut Creek, Goldsboro, NC

R.O.W. Fun Fly

- Rubber stick
- Rubber non-scale cabin
- Rubber scale
- Power (CO2/electric) scale
- R/C race around the course
points for time + landing

Fly both days - \$5.00 - no food
provided

CD: John Diebolt
(919) 467 1025
jdiebolt@mindspring.com
526 Heater Dr., Cary, NC,
27511

Awards to Third Place

Saturday, May 14, 9AM-5PM
Carolina Sod Farm, Raeford, NC

AMA / FAC CONTEST

Mass Launch Events:

- 10 AM WWI Biplanes
- 11 AM Combined Racers
- 12 PM WW2 Fighters
- 1 PM Low-wing Military Trainers
- 2 PM Modern Production

Timed Events:

- AMA - Hand Launched Gliders
- AMA - Catapult Gliders
- FAC - Jet Catapult Gliders
- FAC - Embryo
- FAC - Golden Age
- FAC - Dime Scale

Ryan ST

Bob Flickinger finished his no-cal Ryan ST as a PT-20 in pre-war Air Corps colors of silver fuselage and landing gear with yellow wings, stab, and fin. Stars were on both wings and the rudder had the vertical blue stripe with horizontal red and white stripes. Civilian ST's were generally all silver with black serials. This is one no-cal that really looks good in the air.

**EASTERN U.S. FREE
FLIGHT
CHAMPIONSHIP
INGLESIDE, MD
HIGGS BROTHERS'
FARM**

**In addition to the AMA
events special FAC
events**

Saturday April 30th

9:00 A.M. to 5:00 P.M.

FAC EVENTS for SAT

-Ed Zapolski Memorial Day

Mass Launch: WWI, RACERS (All
Types), WW II NoCal Fighters

Timed and Judged:

PEANUT, DIME SCALE

Fly off the table:

BOGUS BOSTONIAN,

SKY BUNNY

21 trophies..Awards to 3rd

Sunday May 1st

8:00 A.M. to 4:00 P.M.

FAC EVENTS for SUN

-Burt Philips Memorial Day

Mass launch: WW II,

MODERN CIVILIAN

Timed and Judged:

FAC RUBBER SCALE (single
engine) & OLDTIME KIT SCALE

Fly off table: EMBRYO,

15 trophies...Awards to 3rd

FAC GRAND CHAMP TROPHY.

SPECIAL CD for FAC Events:

Russ Sandusky

russ@pushtherock.org or

sandusky@enter.net

Not Fac but fun...

DAKOTA SPECIAL EVENT

- can be flown either Saturday

OR Sunday

DAKOTA Target Time -

30 sec min. flight time, 3 flts

Awards to 3rd

Blackburn Blackburn

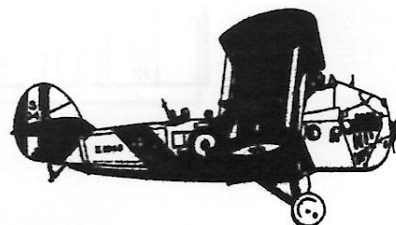
The Blackburn Blackburn was named after an English town with the same name as its manufacturer and first flew in 1922. It was designed to meet a specific Fleet Air Arm requirement for a deck-landing reconnaissance and gunnery fire control aircraft. Functional considerations took priority over aerodynamic shape, and the result was an aircraft somewhat grotesque in appearance and ungainly and slow in the air. Top speed was less than 100 mph. Nevertheless, it was very successful in its role and remained in service for almost a decade.

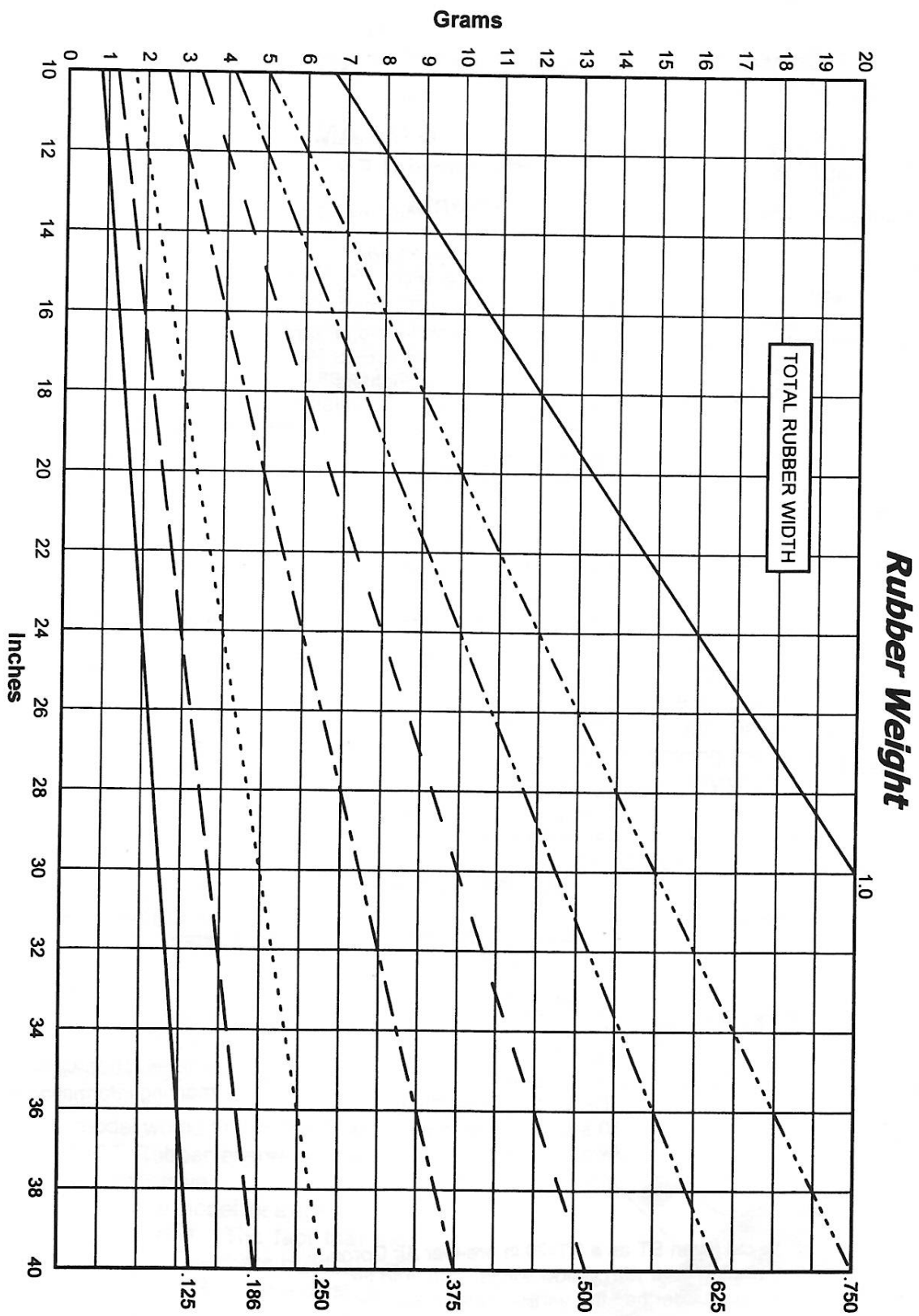
The fuselage was very deep and bulky, because a cabin, with four portholes, was fitted below the pilot's open cockpit. The forward part of the cabin was occupied by the radioman/gunner and the rear was occupied by the observer/navigator. A rearward extension of the cabin shielded the observer/navigator from the slipstream when he moved into the open rear cockpit to use sextant, range finder, or camera. Armament consisted of a Vickers gun mounted externally on the pilot's port side and a Lewis gun mounted on a Scarff ring aft of the rear cockpit.

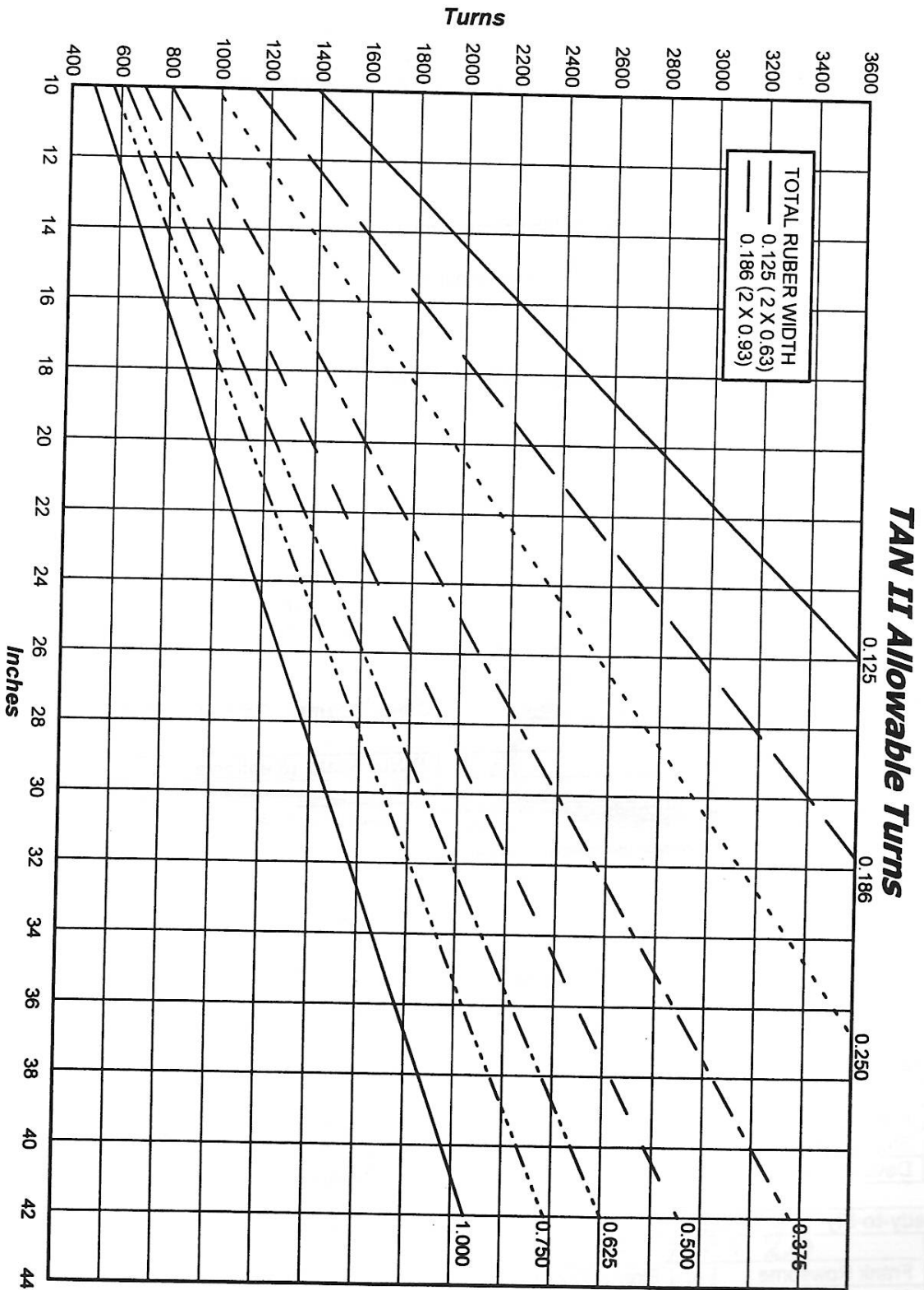
Sixty-two aircraft were produced. They were declared obsolete in 1933 after being replaced by Fairey III F's.

Hurst's plan represents the Mark II version.

This plan originally appeared in the Jan/Feb 1983 Max-Fax. Color and marking information is on the plan.







National Building Museum (NBM) – January 30, 2005

Twenty-five flyers (19 freeflight and 6 R/C) braved the snow to show up for the January 30 funfly. The new helicopter event attracted nine flyers. The top three helicopters were virtually identical and were flown by members of our Baltimore group. (Do they know something we don't?) The new prop and weight rules for Phantom Flash didn't seem to make much difference to Steve Fujikawa – he won again by a wide margin. Our next funfly is March 6, 2005. Check the Maxecuter website (Coming Attractions) for details.

Rules for Phantom Flash:

1. Must use unmodified, one piece, molded plastic prop not to exceed six (6) inches. Clay may be used to balance prop.
2. Six (6) gram minimum weight for airframe without rubber motor.

Single Blade Helicopter

Bill Hannan designed several simple single blade helicopters in the 1970's, and a copy of his plan and article for the "Unicopter" can be downloaded from the Maxecuter web site (<http://www.his.com/~tschmitt/NBM/NBMcontest.html>).

Single Blade Helicopter Rules:

1. Must be single blade, single motor helicopter similar to the Bill Hannan designs. Contestants are encouraged to design their own, but they must look like a real helicopter in profile.
2. Motor stick cannot exceed eight (8) inches.
3. Single blade cannot exceed six (6) inches from center of hub to tip of blade.
4. Two motor helicopters okay if based on real helicopters such as the Boeing Vertol CH-46 or Piasecki "Flying Banana". Each motor must meet blade and motor stick rules.

NBM Results – November 21, 2004

14g. Bostonian (4 entrants)		
1	Dave Mitchell	Zaptonion

Phantom Flash (5 entrants)		
1	Steve Fujikawa	
2	Stefan Prosky	
3	Bob Marchese	

Dime Scale (6 entrants)		
1	Frank Rowsome	Ong
2	Stew Meyers	Robin
3	Dave Mitchell	Cessna AW

Ready-to-Fly (5 entrants)		
1	Frank Rowsome	Firefly (1:47)
2	Sharon Appling	Firefly (1:20)
3	Bob Marchese	Ikara Jr. (0:42)

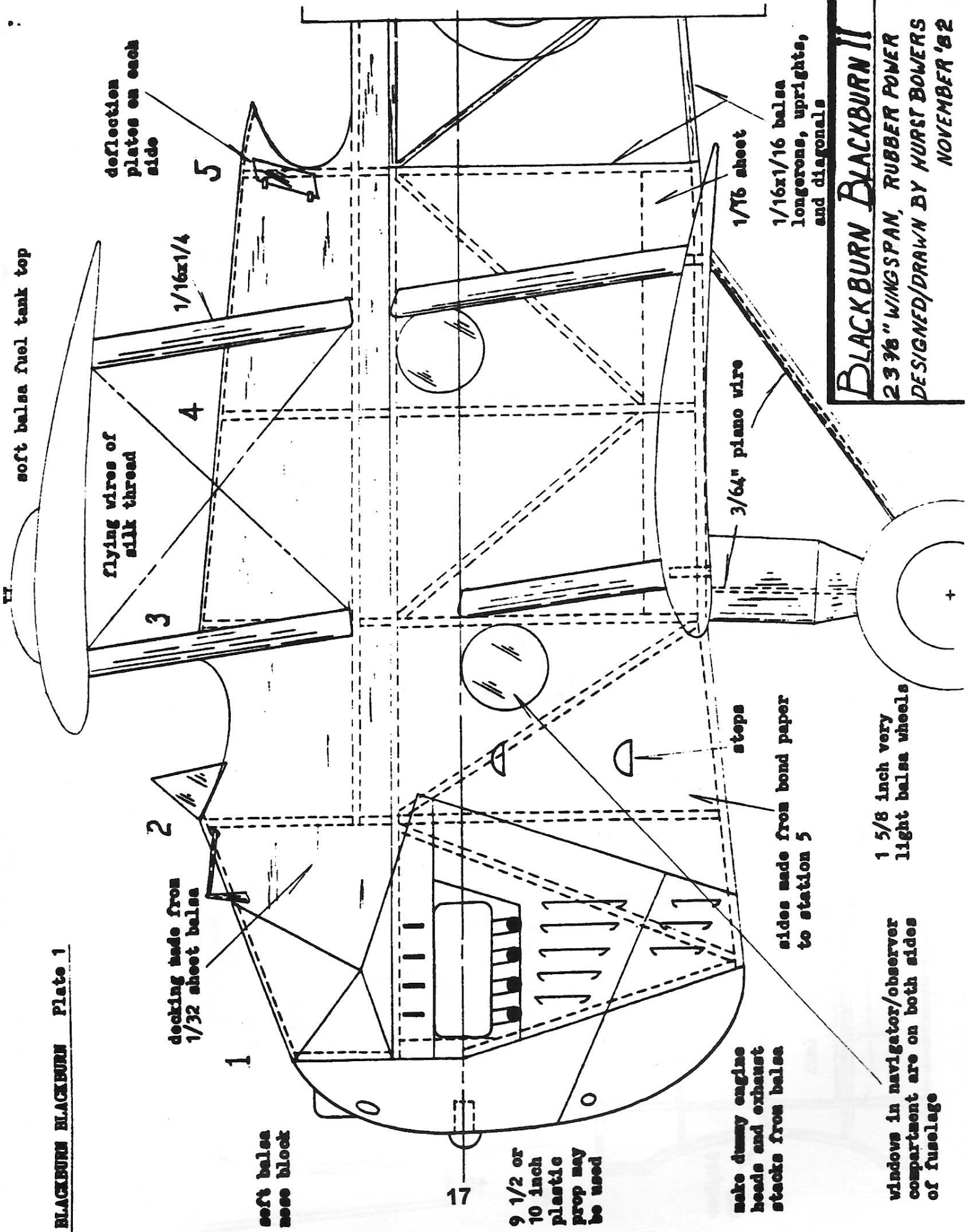
Grand Champ – Dave Mitchell

P-Nut Scale (8 entrants)		
1	Steve Fujikawa	Lacey
2	Dan Driscoll	O-H 7
3	Stew Meyers	Cougar

WW II No-Cal (8 entrants)		
1	Dave Mitchell	Typhoon
2	Dan Driscoll	FW-190
3	Frank Rowsome	P-51

Penny Plane (4 entrants)		
1	John Zselezcky	5:52
2	Frank Rowsome	4:01
3	John Appling	3:57

Helicopter (9 entrants)		
1	Sharon Appling	Agusta 109
2	Al DeRenzis	Agusta 109
3	John Appling	Agusta 109



soft balsa fuel tank top

flying wires of silk thread

deflection plates on each side

decking made from 1/32 sheet balsa

soft balsa nose block

9 1/2 or 10 inch plastic prop may be used

make dummy engine heads and exhaust stacks from balsa

sides made from bond paper to station 5

windows in navigator/observer compartment are on both sides of fuselage

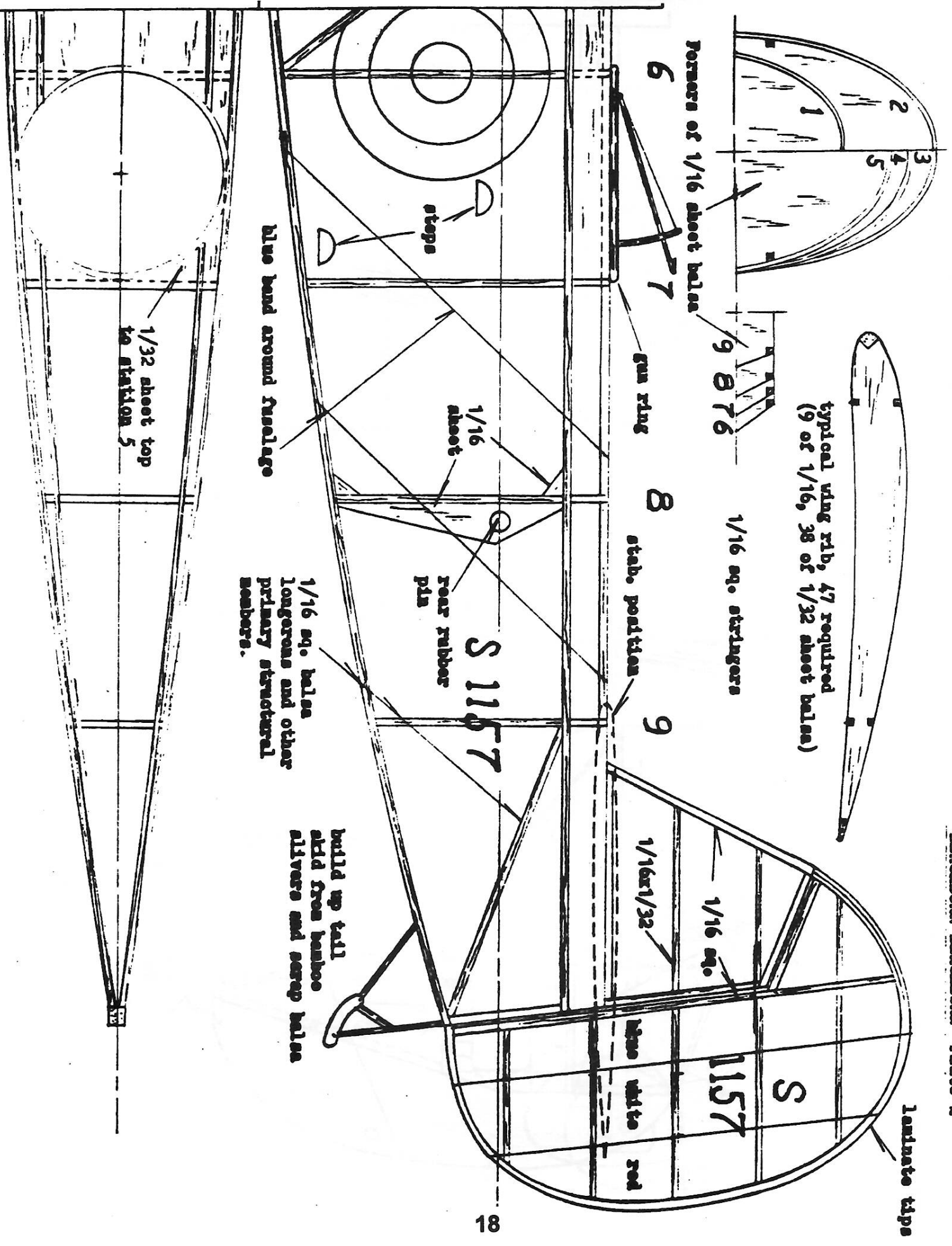
1 5/8 inch very light balsa wheels

3/64" piano wire

1/16 sheet

1/16x1/16 balsa longerons, uprights, and diagonals

BLACKBURN BLACKBURN II
 23 3/8" WINGSPAN, RUBBER POWER
 DESIGNED/DRAWN BY HURST BOWERS
 NOVEMBER '82

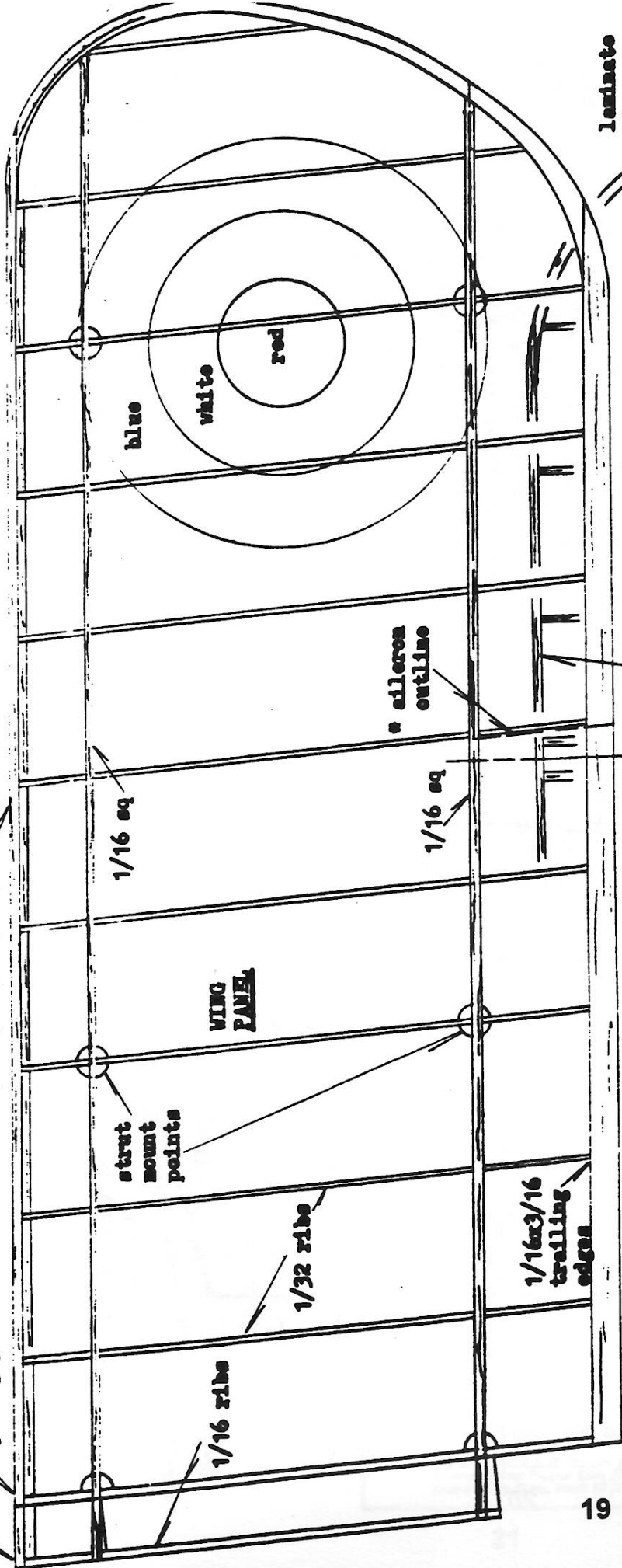


bottom wing panels extend to this point

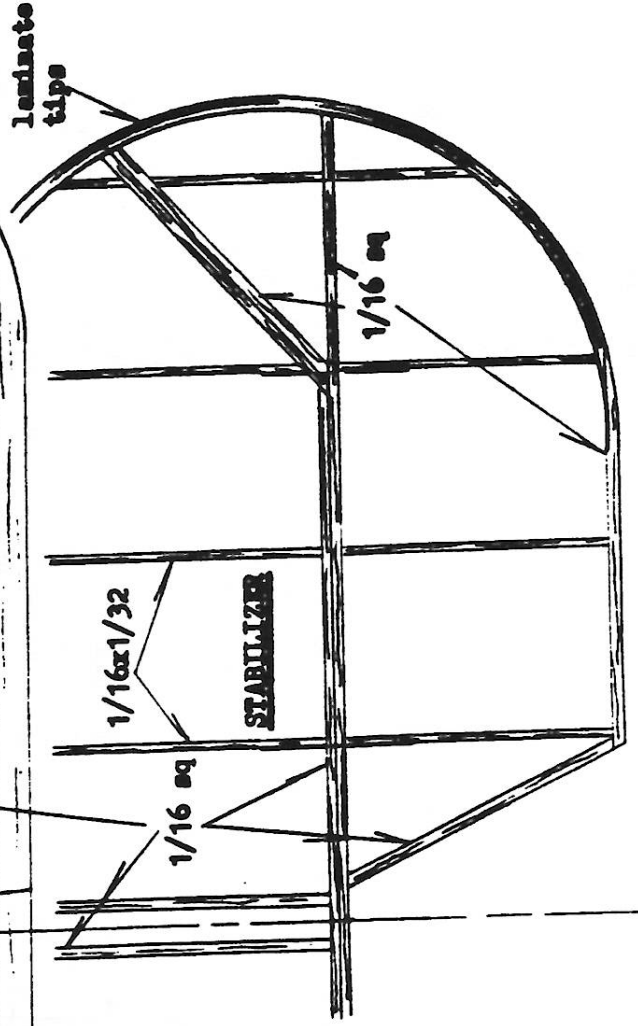
top wing panels

1/8 sq leading edges

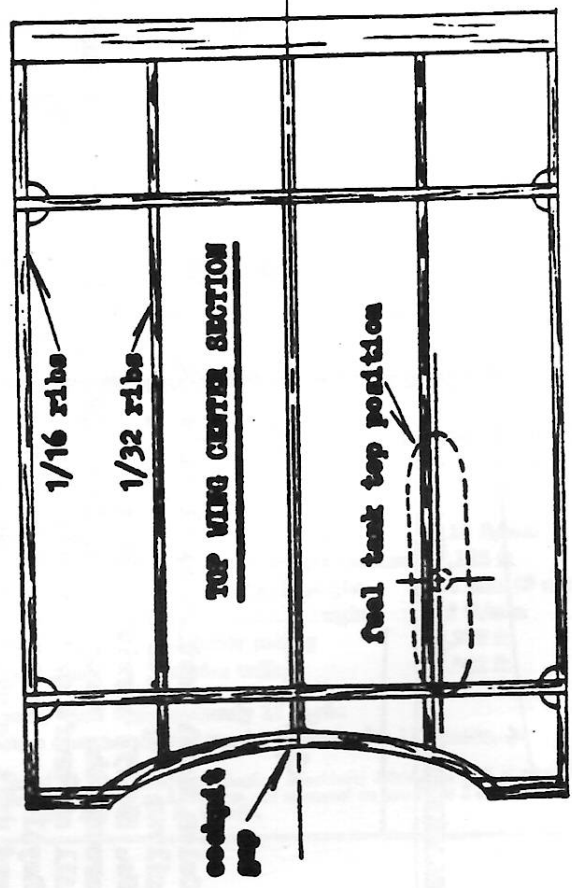
tips are laminated

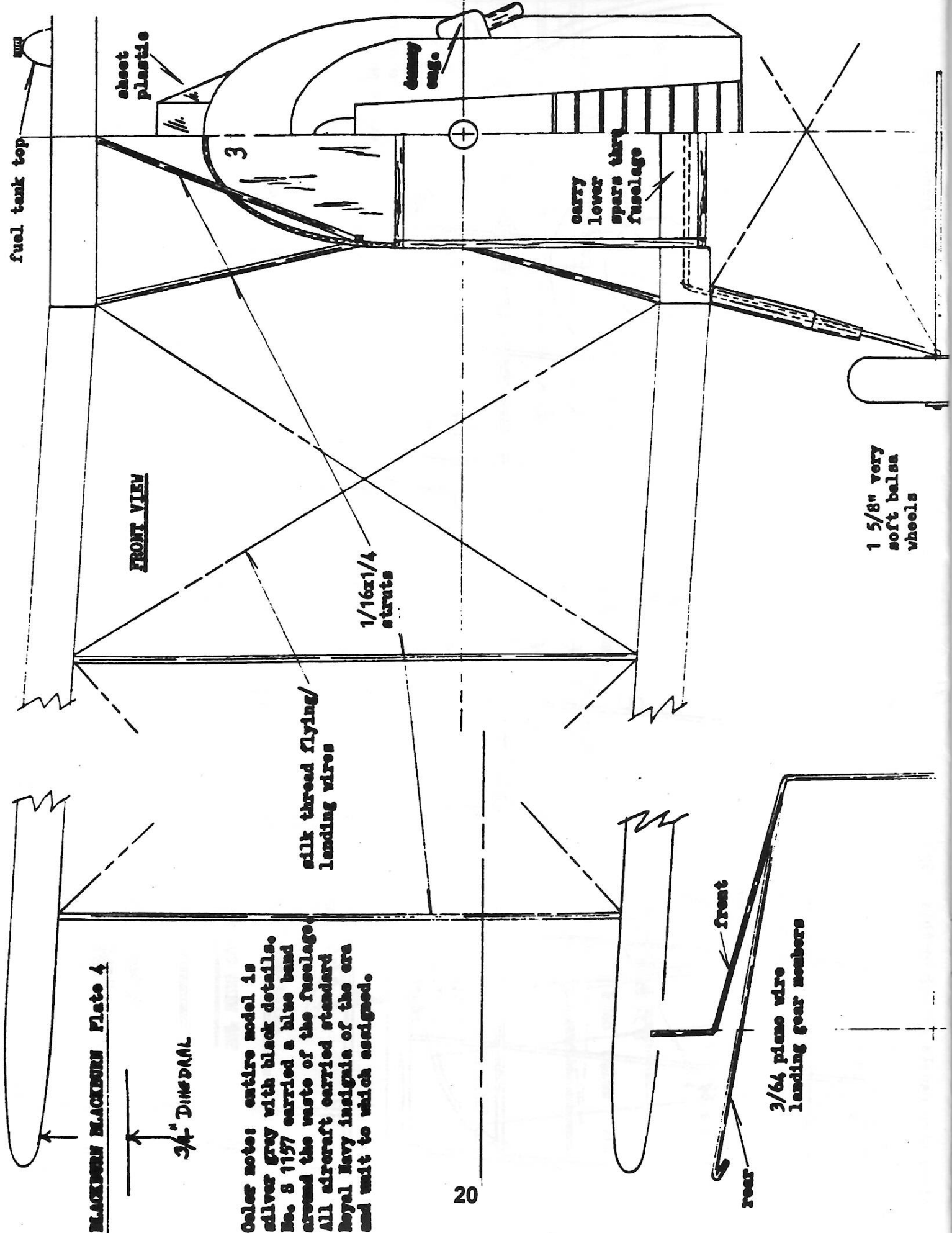


19



* ailerons are on both and bottom wings





fuel tank top

sheet plastic

FRONT VIEW

1/16x1/4 struts

silk thread flying/landing wires

carry lower spars thru fuselage

BLACKBURN BLACKBURN Plate 4

3/4" DIAMETER

Color notes: entire model is silver gray with black details. No. 8 1157 carried a blue band around the waste of the fuselage. All aircraft carried standard Royal Navy insignia of the era and unit to which assigned.

front

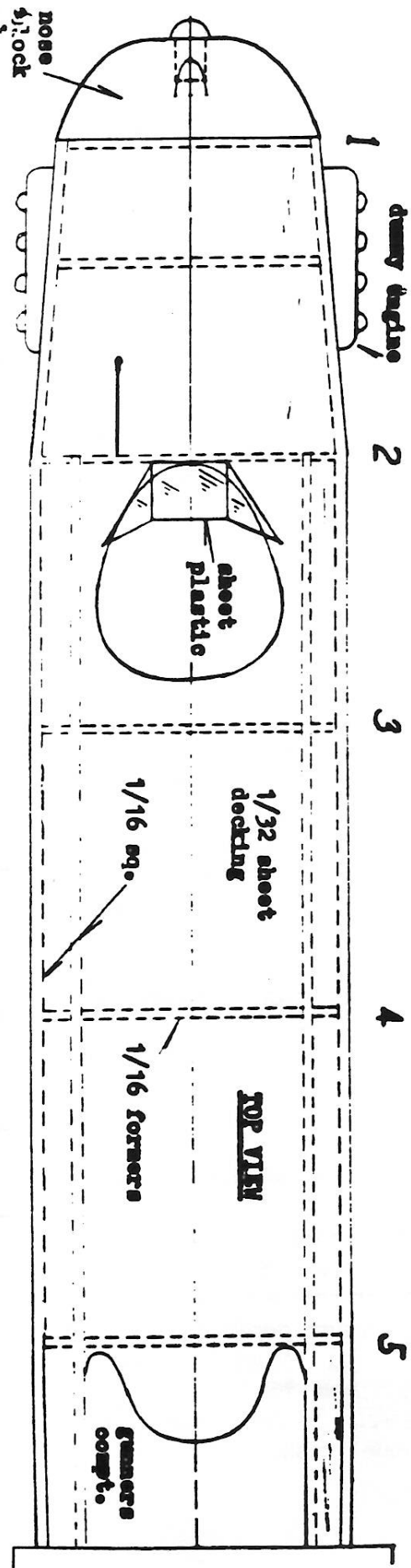
rear

3/64 piano wire landing gear members

1 5/8" very soft balsa wheels

During the period between the two World Wars the British Aviation Industry produced quite an assortment of so called "general purpose biplanes". These were interesting and completely functional machines, but were also noted for their extremely unglamorous appearance. They should prove to be an interesting group of subjects for the modeler, and to the best of my knowledge they have been greatly neglected. I plan to do a series of these "turkeys" and from time to time they will appear in this news letter if our readers feel that they are of sufficient interest to so warrant. Please let us know your views on this, along with any other subjects of the 1920 - 1940 period that you would like to see covered. I am particularly interested in doing models of aircraft that have never been a common modeling subject in the past. Along with any suggestions that you may have, I would also appreciate any available data such as photos, three views, specifications, etc. which you may be able to provide.

Harst G. Bowers



BLACKBURN BLACKBURN I

†Performance:			
Speed at sea level	97-8 mph	Climb at 6,500 ft	118 ft/min
Speed at 3,000 ft	93-5 mph	Maximum height reached	7,125 ft
Speed at 6,500 ft	83-8 mph	Time to max. height	34 min 40 sec
Cruising speed	74 mph	Climb at max. height	92 ft/min
Initial climb	385 ft/min	Absolute ceiling	9,375 ft
Climb at 2,500 ft	282 ft/min	Service ceiling	6,942 ft

†Take-off and landing distances, wind approximately 12 mph:
Aircraft took off in 35 sec. in a distance of 465 yards; landing run 117 yards.

† Ref. M.A.B.E. Report P117 dated 29 May 1926—production Blackburn Blackburn Mk I N70113 powered by one Napier Lion 11 engine giving 645 hp at 2,000 rpm and mounted on one 24 ft 2 in long-built dual-landing gear, track 12 ft 6 in. Pilot: Sgt C. R. Woods.

Hurst Bowers, 1924 - 2004

Hurst Bowers passed away December 15, 2004. Many modelers know Colonel Hurst Bowers as the founder of Flyline Models. Along with Herb Klukey, they produced over 30 high quality "school yard scale" model kits in the 70s and 80s; kits and designs that are still treasured by model enthusiasts world-wide, including classics like the Luton Minor, Velie Monocoupe, Stearman, Great Lakes Trainer, Fairchild 22, Kinner Sportster, Bellanca Skyrocket, Aristocrat, Curtiss Robin, Heinkel 100, Jungmeister, and many others.

Hurst was a B-25 pilot in '44-45 with the AAC, served in the Korean war era with MATS, and also served as Air Attaché at the US Embassy in Paris, France and in Delhi, India (where he also did some big game hunting). Late in his Air Force career, he served tours in Vietnam and the Pentagon. He retired in 1972 after 30 years of distinguished service in the USAF.

Hurst was a long time member and officer of the DC Maxcutters club, and a frequent contributor to the Max Fax newsletter. His model designs and articles helped make Max Fax the best club newsletter ever! He belonged to other model organizations including the Flying Aces Club, the local old-timers organization CAAMA, and of course the AMA. Hurst established the original AMA museum in 1981 - 82 in Reston and was its first curator. At that time he put together the core collection of artifacts, models, publications and plan collections that remain the core of the current AMA museum. He also established the Lee Renaud Memorial Library for the AMA. Hurst was inducted into the AMA Hall of Fame in 1992. He was also a member of the Didaleus Society.

Hurst was a superb and creative modeler, designing, building and flying all types including old-timers, free-flight sport, scale, and RC. His particular love, however, was scale modeling. He published many designs in *Model Airplane News*, *American Modeler*, *RC*

Modeler, *Model Aviation*, *Flying Models*, and various French and English model magazines. He was particularly fond of obscure British, Czech, German, French, and US golden age aircraft. His unique and wonderful Blackburn Blackburn model design that graced an old Max Fax issue, shows his attraction to off-beat, unique aircraft. Hurst's knowledge of vintage aircraft, and his collection of scale documentation was legendary - hundreds of model enthusiasts around the globe benefitted from his generosity and assistance.

Hurst had several close local friends and early flying companions, including Ernie Green, Ned Kragness, Herb Klukey, and I. We often hung out together at the neighborhood Spring Hill schoolyard to fly our latest model creations. Many of the Flyline prototype designs had their shakedown flights at Spring Hill. Later at COMSAT flying sessions Hurst chummed around with Bill Winter, Tom Schmitt, Pat Daily, and the rest of the Maxcutter gang. People seemed to gather wherever Hurst went. Weekend coffee visits to Ernie Green's workshop evolved into the unforgettable "choir practice" model bull sessions each Sunday at Ernie's house - drawing crowds of modelers from far and wide; and the every-Tuesday lunches with me that Hurst scheduled turned into the popular weekly Corkie's model luncheon ritual!

We are lucky to have shared so much time with Hurst. He was an inspiration and mentor - a real gentleman. His infectious smile and spirit were special. He was an ardent modeler and aviation enthusiast, yes - but more importantly a warm, gentle, and generous human being. He will be missed by everyone he touched - his family, close friends, and those countless others who still may enjoy the model creations he leaves behind.

Don Srull, 1/05

Herb Klukey with Hurst
at FLYLINE booth in Toledo



The Lincoln AP



Hurst with his Heinkel
at a KUDZU Contest



Hurst's Workshop



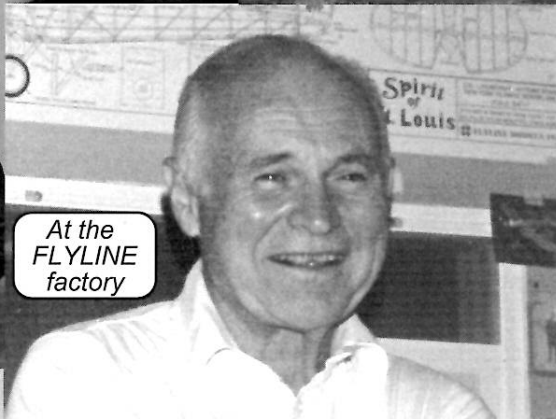
Hurst and
BT-9 at
Shangri-La



With Don
and Wildcat

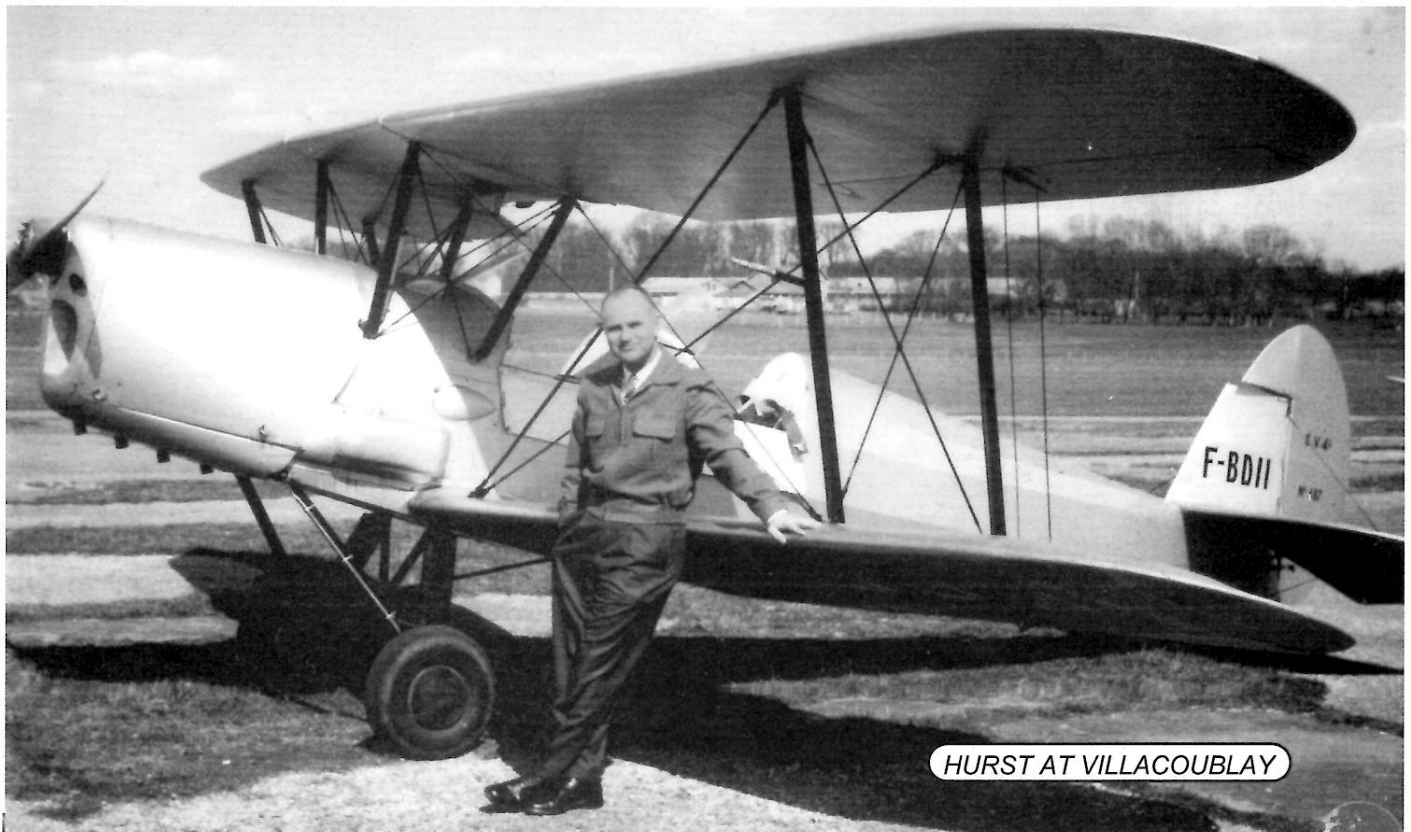


At the
FLYLINE
factory



Also at Shangri-La
Dave Rees, Doug Buchanan
and Hurst with their Oiseau Canaries
another of Hurst's many designs.





HURST AT VILLACOUBLAY



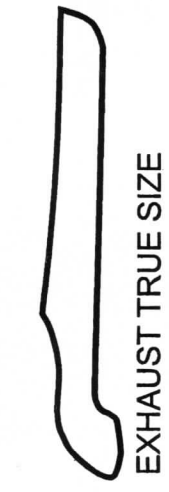
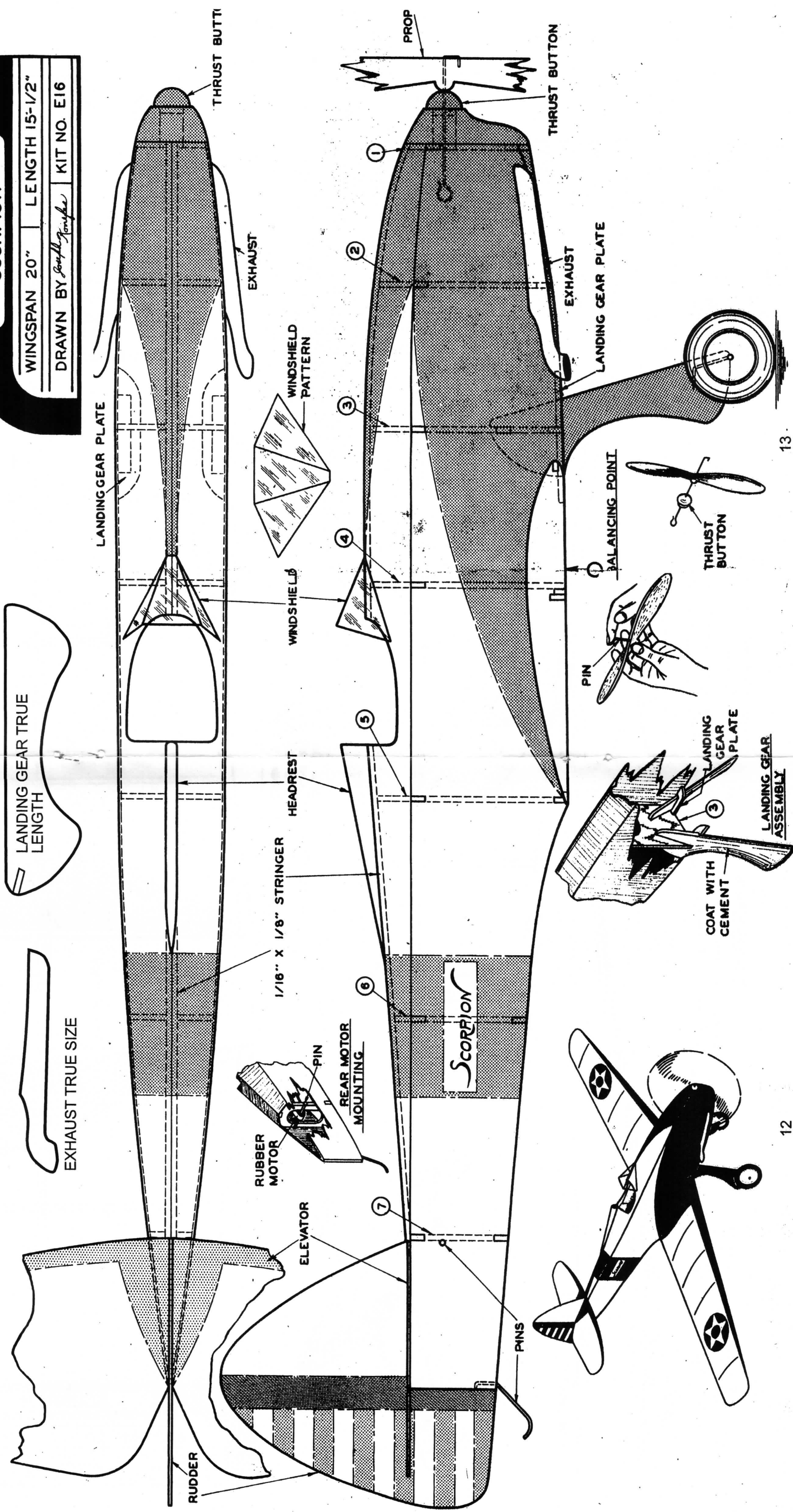
HURST ENJOYING AN AFTERNOON AT SHANGRI-LA WITH DON AND BILL

CLUB OFFICERS -President: Stefan Prosky 414 11th Street SE., Washington, DC 20003
 Secretary: David Mitchell 230 Walnut St. NW., Washington, DC 20012
 Treasurer: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817 ---- Note change - Stew has replaced Norm!
 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, Stew Meyers.
PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.
CONTACTS - Material for the newsletter and membership questions should be addressed to Stew Meyers phone 301-365-1749. Email gets immediate attention. stew.meyers@erols.com
 Maxecuter web site: <http://www.his.com/~tschmitt/>

Your DUES are due X

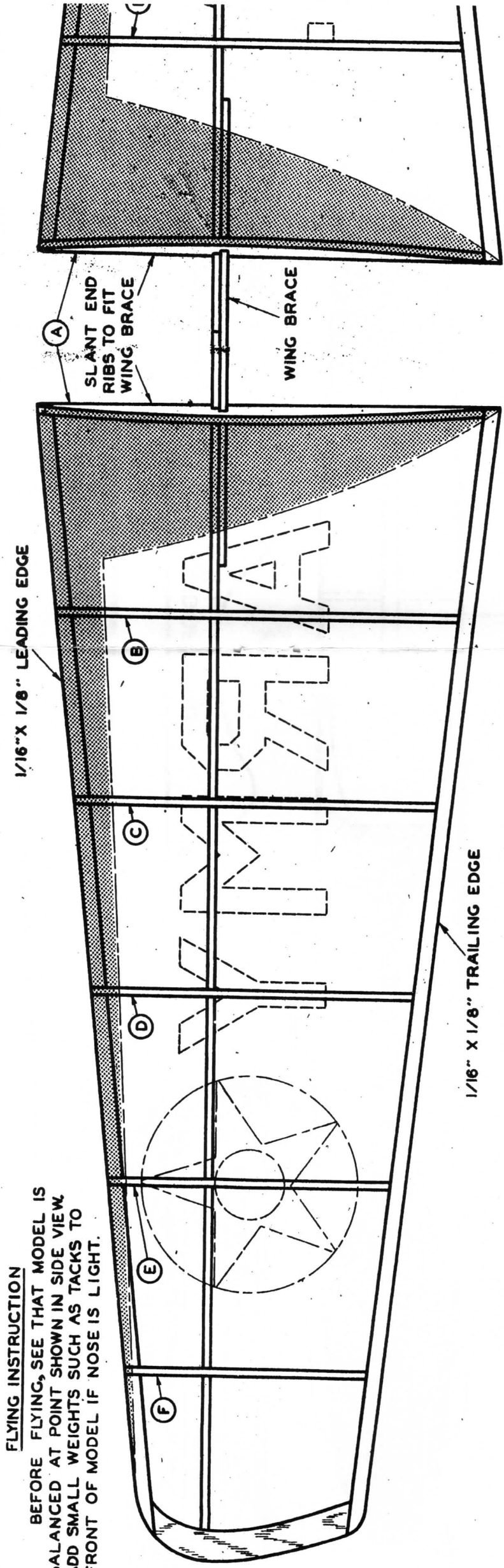
This is a pattern for the top you need two- one mirror image.

SCORPION
 WINGSPAN 20" | LENGTH 15-1/2"
 DRAWN BY *South Tompkins* | KIT NO. E16

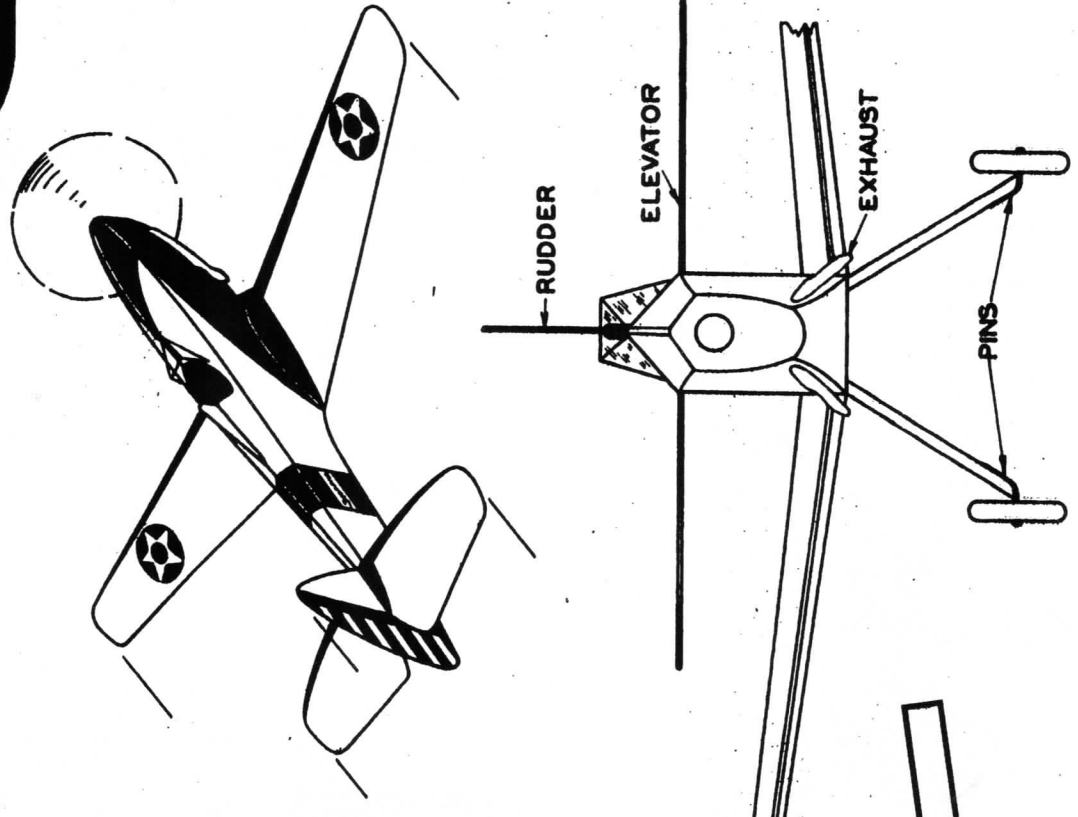


FLYING INSTRUCTION

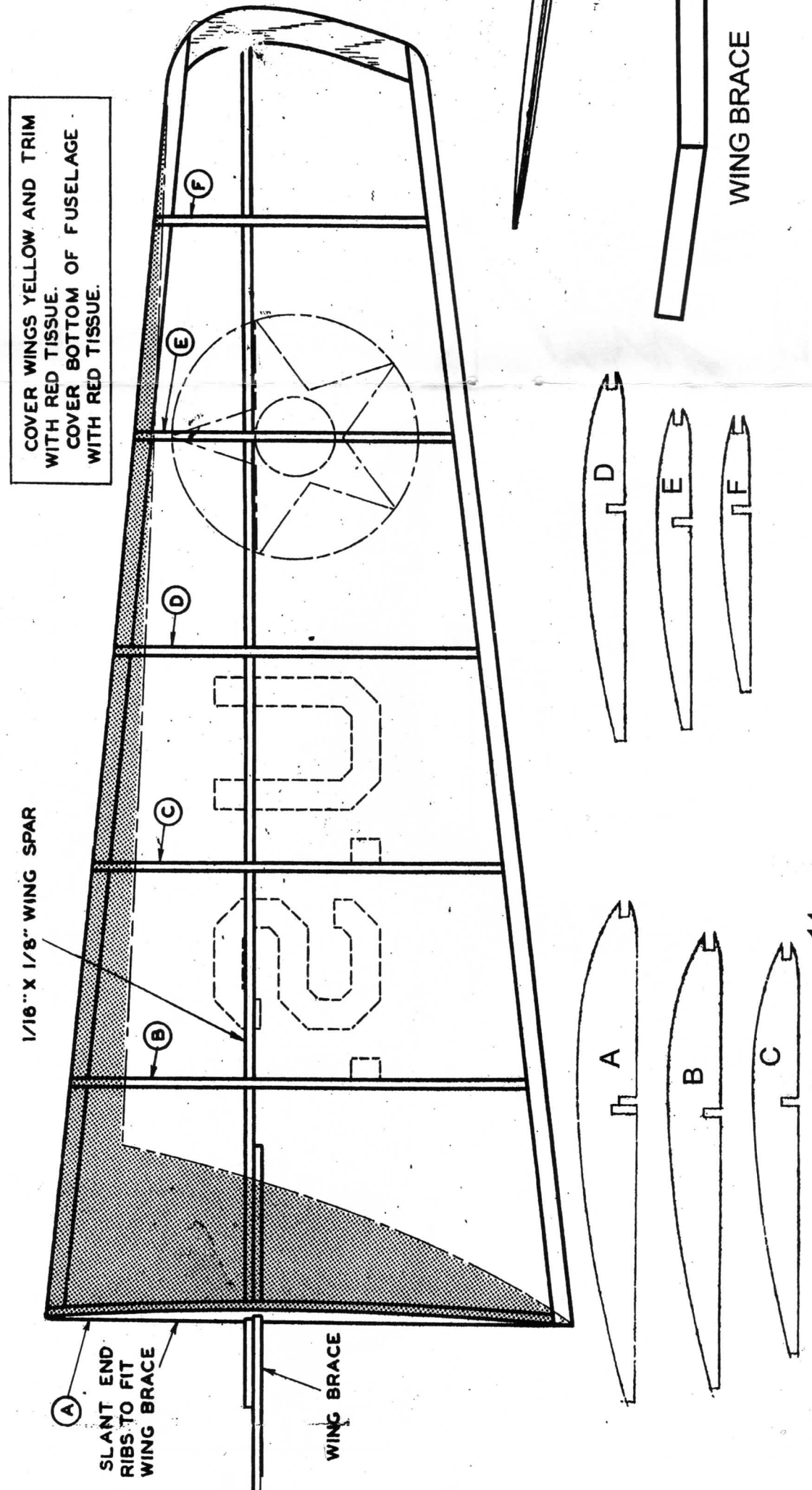
BEFORE FLYING, SEE THAT MODEL IS BALANCED AT POINT SHOWN IN SIDE VIEW. ADD SMALL WEIGHTS SUCH AS TACKS TO FRONT OF MODEL IF NOSE IS LIGHT.

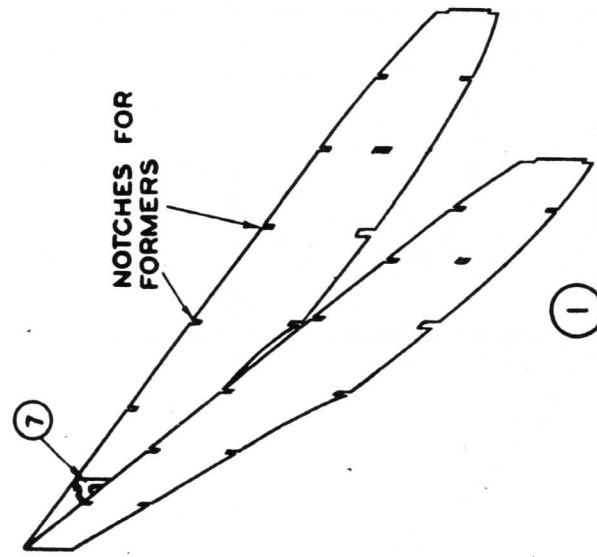


COVER WINGS YELLOW AND TRIM WITH RED TISSUE.
COVER BOTTOM OF FUSELAGE WITH RED TISSUE.

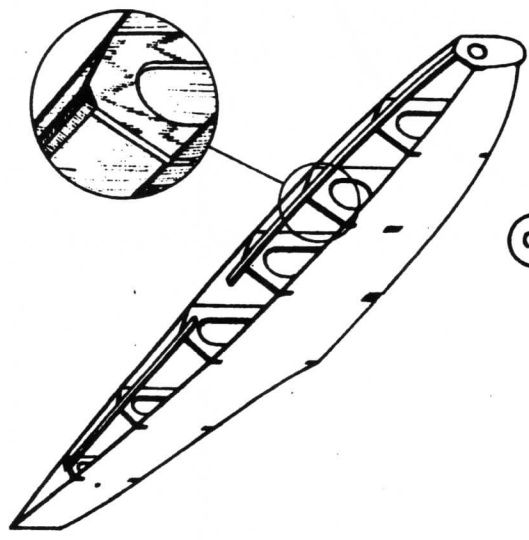


FRONT VIEW
1/2 SIZE

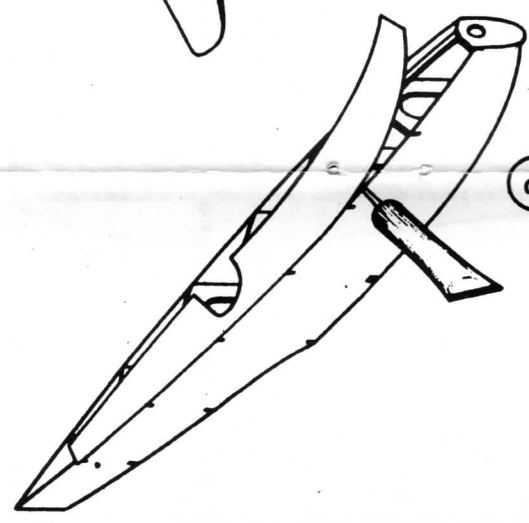




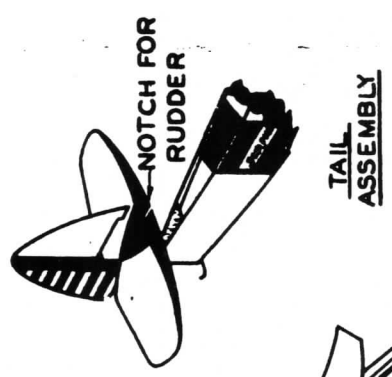
① GLUE FUSELAGE HALVES TOGETHER AT REAR WITH FORMER 7 IN PLACE.



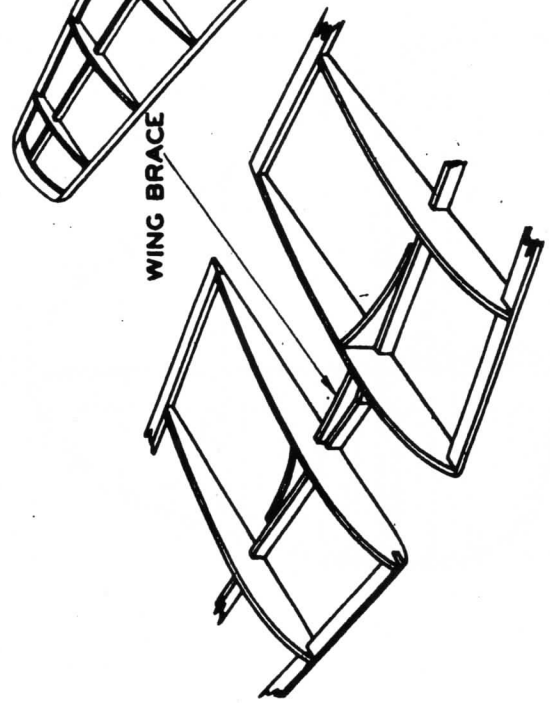
② GLUE REMAINING FORMERS IN PLACE FROM REAR FORWARD. THEN GLUE 1/16" X 1/8" STRIPS ON TOP. BEVEL AS SHOWN IN ABOVE INSET.



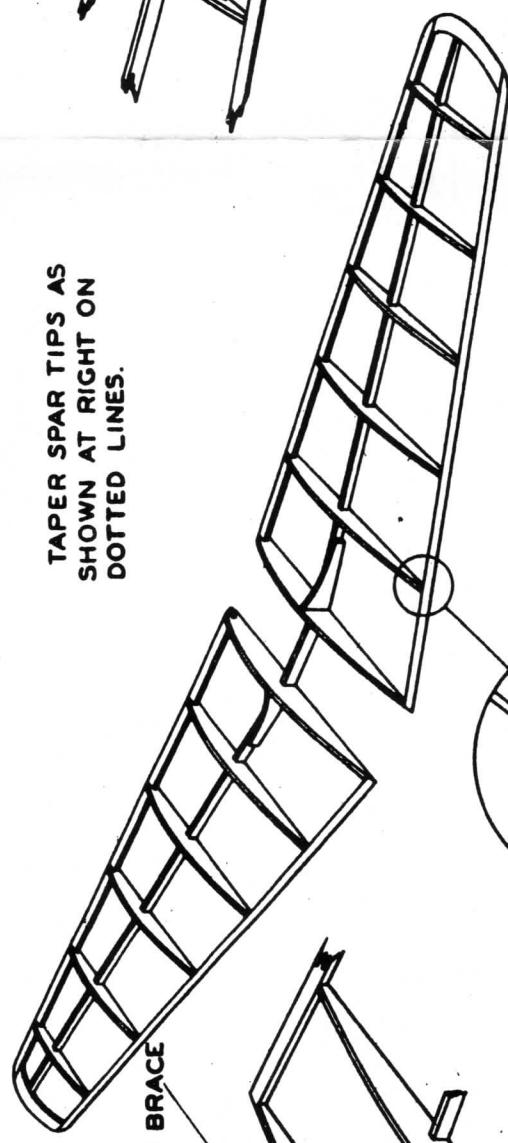
③ GLUE Balsa TOP COVERS IN PLACE. WHEN DRY, TRIM EVEN WITH SIDES.



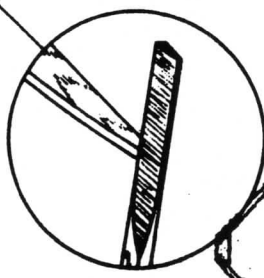
TAIL ASSEMBLY



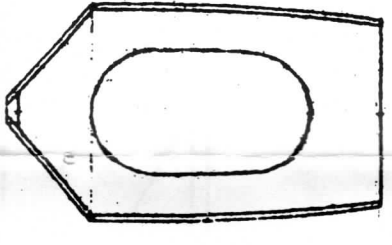
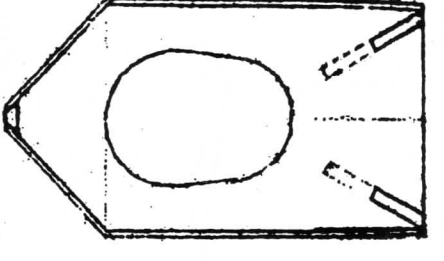
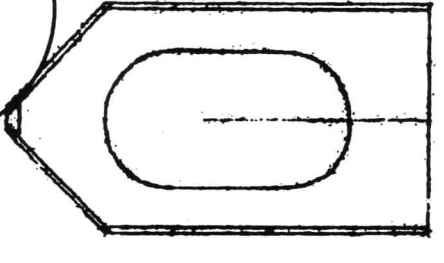
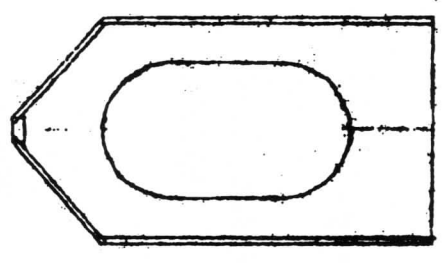
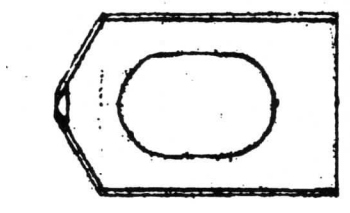
WING BRACE DETAIL



TAPER SPAR TIPS AS SHOWN AT RIGHT ON DOTTED LINES.



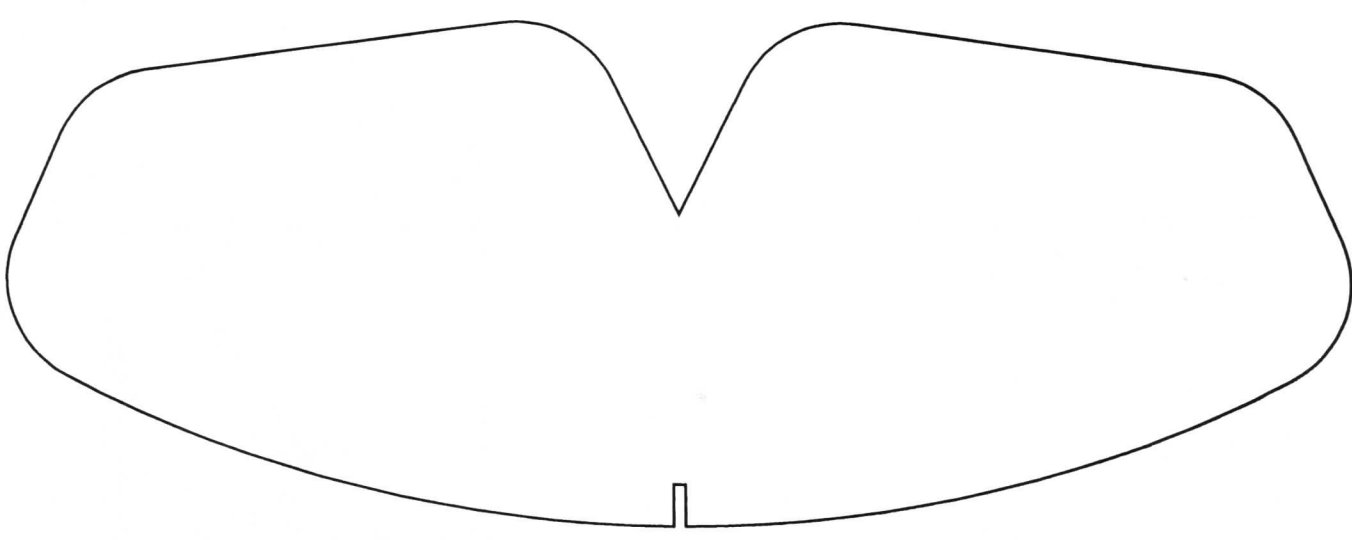
WING ASSEMBLY
CONSTRUCT WING OVER PLAN. WHEN DRY, REMOVE FROM PLAN AND JOIN HALVES TOGETHER WITH WING BRACE.



10

U.S. ARMY

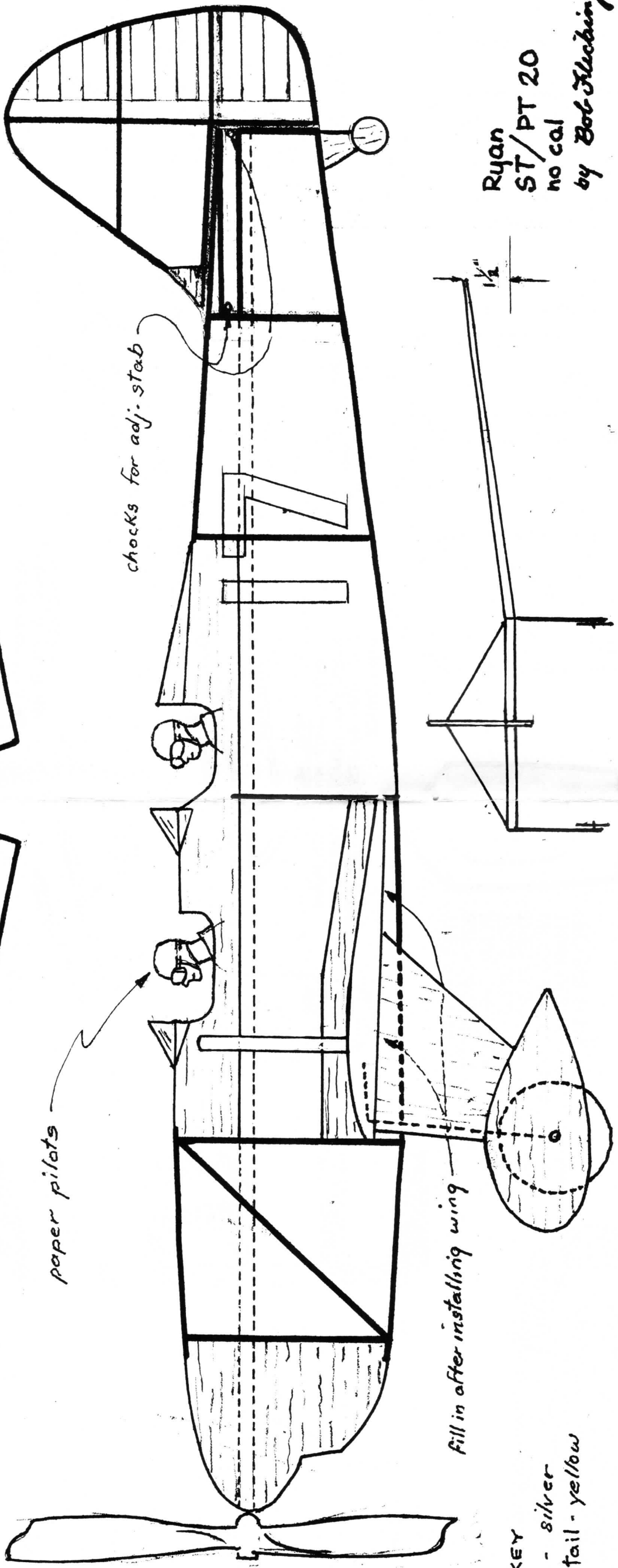
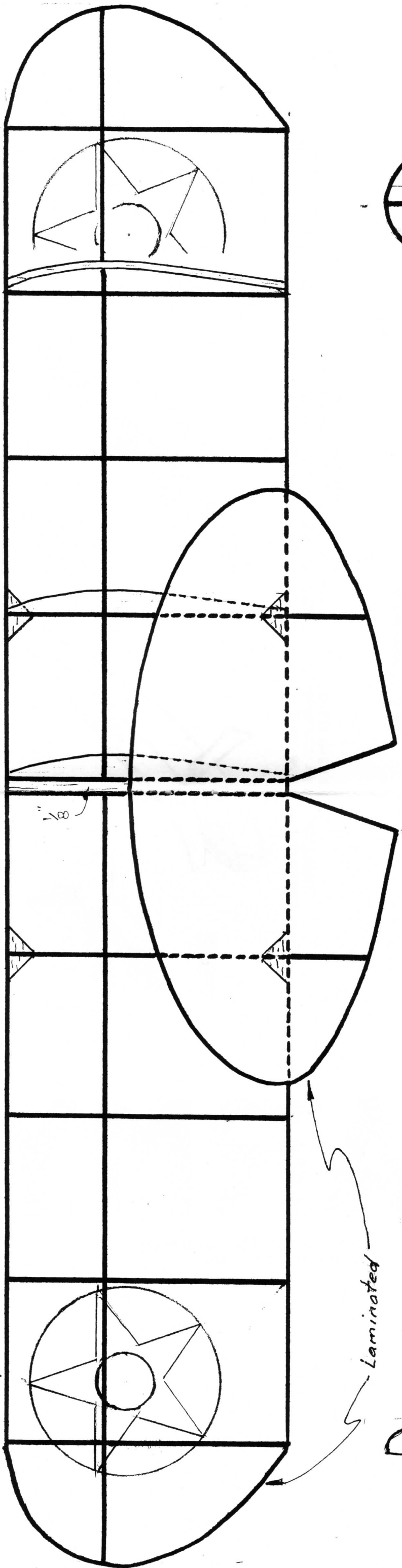
CUT OUT LETTERS AND GLUE TO BOTTOM OF WING.



THESE FORMERS ARE FROM JOE KONEFES'S ORIGINAL PLAN. THEY DON'T SHOW THE TABS USED IN THE KIT VERSION. THEY ALSO SHOW THE SHEET WOOD WAS CLOSER TO 1/20TH THAN 1/16TH AS DID THE PARTS I FOUND IN THE KIT.

SCORPION

WINGSPAN 20" | LENGTH 15-1/2"
DRAWN BY *Scotty Young* | KIT NO. E16



Ryan
ST/PT 20
no cal
by Bob Fleckinger '04

COLOR KEY
fuselage - silver
wings & tail - yellow

