

MAX FAX



Journal of the D. C. Maxecuters

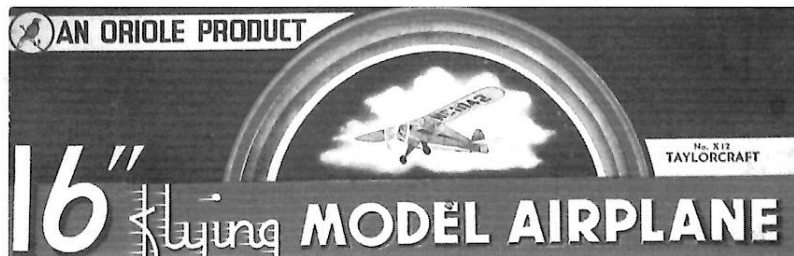
... home of the dreaded POTOMAC PURSUIT SQUADRON of the Flying Aces

Editors: Dan Driscoll

JANUARY/FEBRUARY 2007



a "BURD" always flies!



Coming Attractions

MARCH 11, 2007 SUNDAY MAXECUTER NATIONAL BUILDING MUSEUM FLYING.

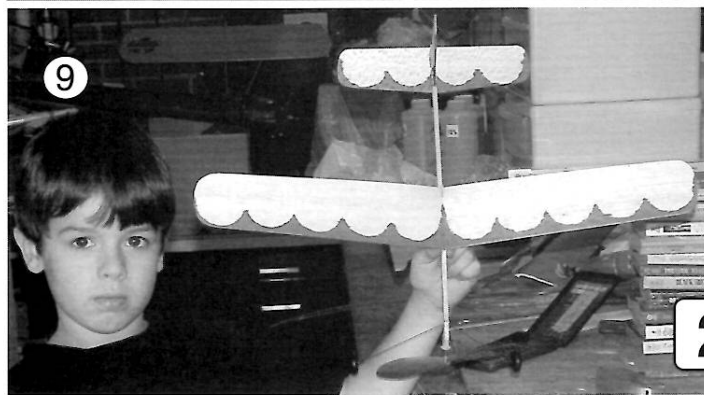
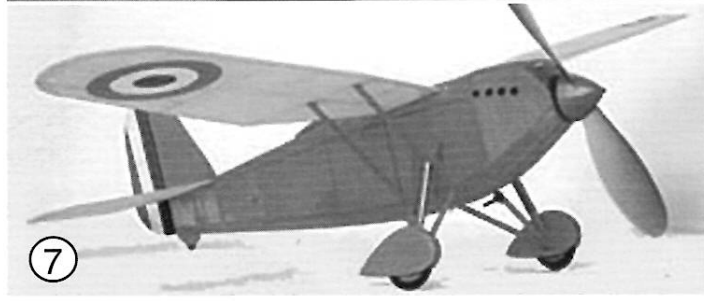
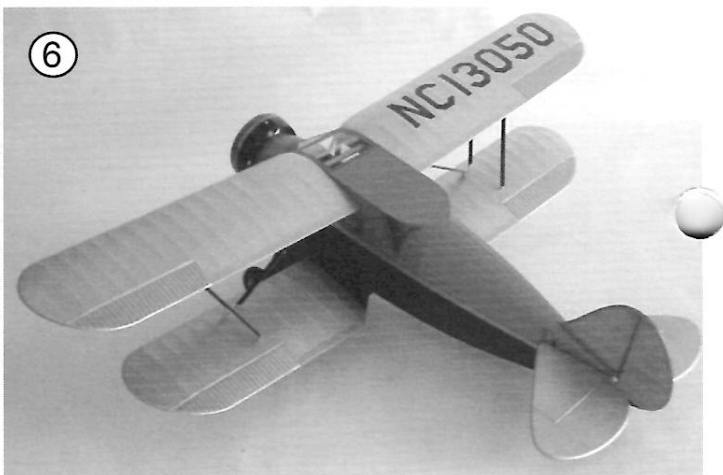
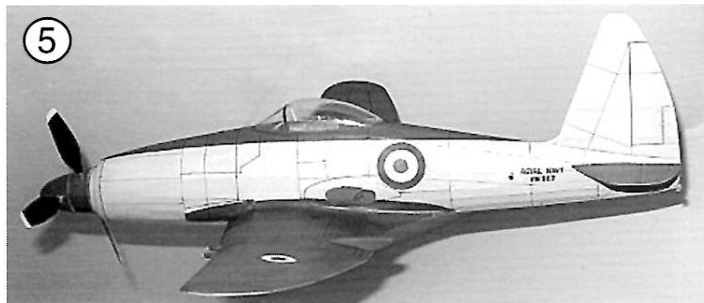
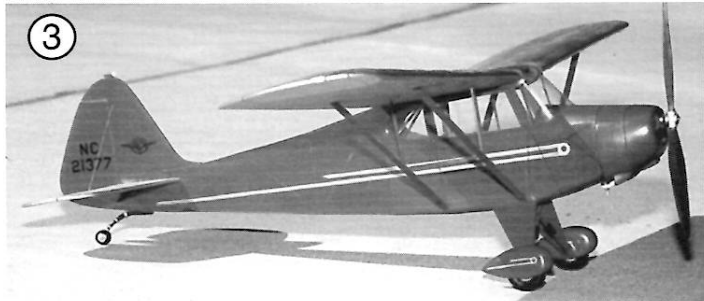
APRIL 28 AND 29, 2007 INGLESIDE CONTEST FOR FAC, SAM, AND AMA EVENTS .

MAY 4, 5, 6, 2007 FAC SOUTHWESTERN REGIONAL CONTEST

MAY 19, 2007 SATURDAY 9 AM -5PM CAROLINA MODEL FLYERS AND KUDZU FLYING CORPS
SPRING AMA - FAC CONTEST AT CAROLINA SOD FARM RAEFORD, NORTH CAROLINA.

JULY 20, 21 2007 FAC NON-NATS GENESEO, NEW YORK
JUDGING ON FRIDAY the 19th, flying on Friday and Saturday

AUGUST 17,18,19, 2007 WESTERN NY FF SOCIETY CONTEST WITH FAC EVENTS
GENESEO, NEW YORK



Dan Driscoll

This issue features the Burd Model Airplane Company, more on Future floor finish, and some rubber tests.

MaxFax Facts

MaxFax is put out six times a year. Not necessarily by the issue dates. It's a volunteer effort, we try, but we are not fanatic about it. Due to increased mailing costs and other expenses as well as the grim reaper trimming our membership list, our treasury balance has been dropping. We voted at the January meeting to increase the dues to \$20 US for the US, Canada, and Mexico. It remains \$25 for overseas members. It has been years since we have had an increase. After April the dues are \$20. If you send in only \$15 your membership will only be extended by nine months.

Photos Page 2

1. Hurst's Bleriot/Spad as restored for electric R/C by Don Srull - photo by Don
2. Bob Schlosberg's CO2 powered free-flight Monocoupe - photo by Bob.
3. Another nifty free-flight, a Porterfield Collegiate, by Bob Schlosberg - photo by Bob
4. Claude Powell's latest, a Vultee V1A -- Dick Merrill's is located in the Virginia Air Museum at the Richmond International airport. - photo by Claude.
5. Bob McLellon's photo of his latest - a Wyvern with counter- rotating propellers.
6. Bob Wetherell's diesel powered free-flight WACO UEC - photo by Bob.
7. Tom Hallman's photo of his Scientific Mureaux.
8. Allan Schanzle's Erla flying high over the Swiss Alps - photo by Allan.
9. Noah, Hal Howard's grandson, with his newly finished ROG - photo by Hal.
10. Lindsey Smith's design of the Focke-Wulf 190 - photo by Lindsey.

When your membership expires, you get a red X on the newsletter. The next issue gets a double red X, and finally after three issues or six months you get a triple red X. You are then dropped for our roles. Therefore if you wait until you receive a triple red X and send in an only one year's renewal you are only renewing for six months and will soon see another red X. Best to reup for two years if you procrastinate until you get a triple red X.

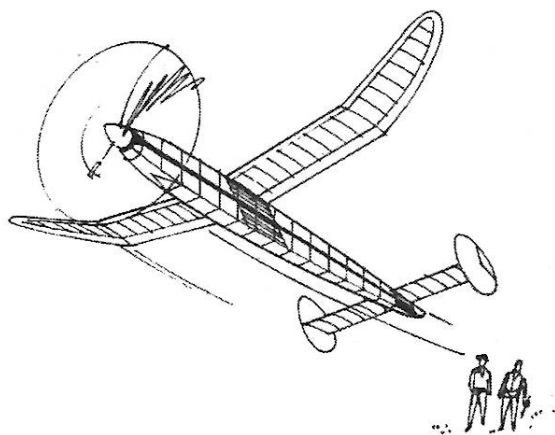
Back issues are still \$3.50 each. We welcome submissions of plans, pictures, three views, and articles. Let us know if you have a nifty building tip. Also let us know what you like to see. We try to keep focused on free flight, but will occasionally have some back yard R/C.

Dan Belieff

1935 - 2007

We are sad to report the passing of Dan Belieff. He died of a heart attack while sleeping on February 9, 2007, at the relatively young age of 71.

Dan was a prolific builder and well known local flyer. He was a stalwart in our sister organization, Capital Area Antique Modelers Association (SAM 10), and he will be missed.



Burd Model Airplane Company

Dan Driscoll

During the "Golden Age", the only major model airplane manufacturer near the Washington, DC, area was the Burd Model Airplane Company 35 miles up the road in Baltimore, MD.

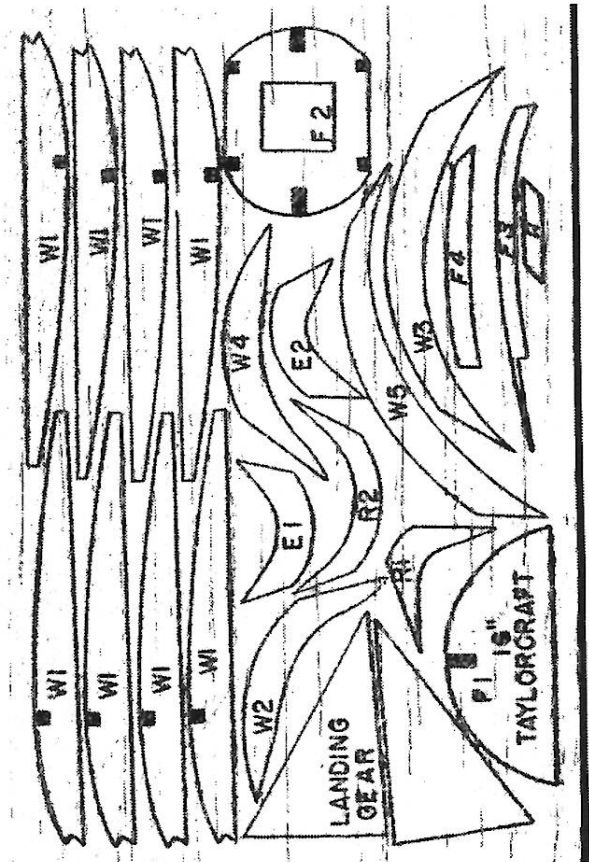
Burd was started in early 1935 by brothers Sol and Lou Kramer, and within three years was a major player in the model airplane field. The first offerings were five-foot wingspan kits for the Curtiss Robin and Fairchild 24. The line quickly expanded to include over 100 different designs. Later they produced a full line of model supplies and branched in to model railroads. They also sold kits under the name Kramer Brothers.

Just as quickly, Burd disappeared with the start of WWII and the restrictions on Balsa. By mid-1943, Burd was gone. The Kramer brothers continued as model distributors and expanded further into the model railroad field after the war. They eventually became Life-like Trains, a major model railroad manufacturer.

Burd is best remembered in FAC circles for their excellent line of 10 centers. Nine of these kits are reproduced and sold by Penn Valley Hobby Center. Three additional dime scale plans are included in this issue. The really nice WACO Cabin graced the center spread of the July/August 2005 MaxFax, and the Helldiver will be in a future issue.

Burd's other memorable kit was the 43" Korda World Record Holder introduced in early 1938. Usually referred to as the Burd Korda, this record setting design was a predecessor to Dick Korda's 1939 Wakefield winner. It still shows up regularly in SAM competition.

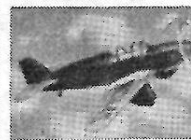
A more complete history of the Burd Model Airplane Company, by Jim Alaback, appeared in two separate articles in Flying Models, July 1994, and KAPA Collector, No.5.



Printwood for Burd 16" Taylorcraft. Printwood for Vultee and Monocoupe not available.

NEW 16" FLYING MODELS

10^c AT
YOUR
DEALER



JONES TRAINER



PERCIVAL GULL

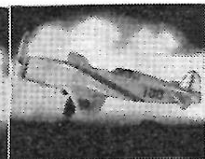
These will be mailed postpaid eight for \$1.00. No smaller quantities will be shipped.



TAYLORCRAFT



HELLDIVER



CAUDRON RACER



CESSNA



WACO CABIN



CLOUD-HOPPER

BURD MODEL AIRPLANE CO.
101-105 W. Pratt St. Baltimore, Md.

In England: Elite Model Planes, 14 Bury New Road, Manchester
In Sweden: Sven Wentzel, 54 Apelbergsgaten, Stockholm
In South Africa: Model Aircraft Pty., 23 Dock Rd., Capetown
In Australia: K Dee Mfg., 113b Bathurst, Sydney

(Model Airplane News Aug. 1938)

WORLD RECORD HOLDER!

54 MINUTES AT DETROIT NATIONALS UNDER NEW WEIGHT RULES!

- 18 MINUTES IN MOFFETT ELIMINATIONS!
- THIRD PLACE IN WAKEFIELD COMPETITION!
- THE YEAR'S OUTSTANDING PERFORMER!
- NOW AN EXCLUSIVE SCOOP FOR 'BURD'!

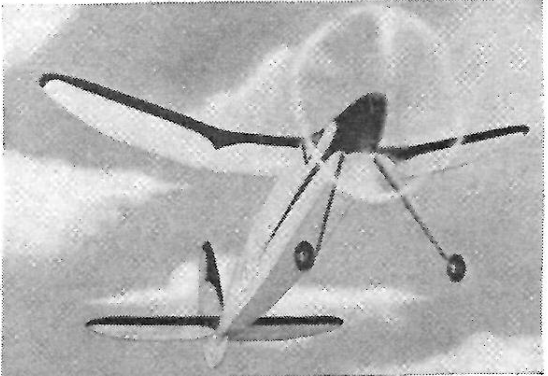
43" WINGSPAN - - - - - 38" OVERALL LENGTH

No fancy language is needed to describe this spectacular rubber-powered sensation of the year. It has already spoken for itself in the most easily understood language of all—success—a winner. It outshone everything in the air at the Nationals, gas models included, and displayed such consistent performance that the spectators followed its every flight breathlessly. NOW, it is brought to you by "BURD," the leader in progressive models. Every fine adjustment, every tricky setting and feature is conscientiously and faithfully reproduced down to a very hair line with true cambers, micro-matic measurements, and designed fly-ability, all precision drawn for your success in flying.

Our set is absolutely complete (with the exception of rubber), however, Dick Korda recommends these three additional items which are desirable: 1 1/2" M & M air wheels, 50¢; 30 ft. Brown rubber, the finest available, made especially for contacts...40¢; Shaped prep blanks (saw cut props furnished in sets).....each 30¢

There's an easy free wheeling device that anyone can make and its effectiveness speaks for itself. What's more, if you're a beginner you needn't fear this champ of champions. It's as simple to build as ABC. Probably you've always wanted a good, strong, simple flying job that could be depended on, and now, "BURD" gives it to you. A proven champion within reach of all. Get yours at your dealer NOW. If he cannot supply you write in direct.

\$100
COMPLETE POSTPAID ORDERS SHIPPED AT ONCE



KORDA'S WORLD RECORD HOLDER IN THE AIR



(Model Airplane News March 1938)

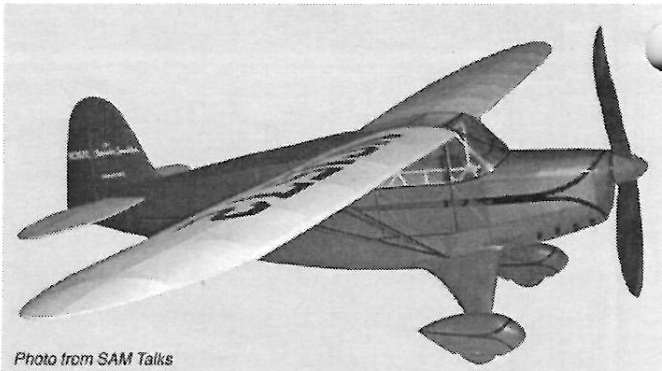


Photo from SAM Talks

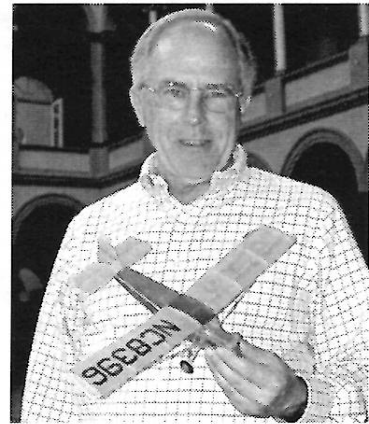


Left Top: Burd 10-cent kit boxes.

Left: Various Burd kit boxes.

Above: Mike Moskow's beautiful 60" Burd Rearwin Speedster from plans modified by Doug McHard. Won Concours event at 2004 SAM Champs.

Right: Dan with Burd 10-cent Robin at NBM.



Nationa Building Museum Funfly – January 20, 2007

We had 25 registered flyers for free flight and an unknown, but substantial, number of RC flyers.

The new A-6 event, proposed by Tony Pavel, was a success with 11 entrants and will continue as a regular event. There was some concern that allowing plastic props would create an unfair advantage over the flyers using the flat balsa props. Not to worry – the top four finishers used balsa props. The contingent from Penn State University took first and third places.

Our next flying date at NBM is March 11, 2007.

14g. Bostonian (9 entrants)		
1	Glen Simpwers	Whydal
2	John Murphy	Pup
3	Rich Gillis	Swift

P-Nut Scale (12 entrants)		
1	Steve Fujikawa	Lacey
2	Dan Driscoll	OH-7
3	Rich Gillis	Pottier

Phantom Flash (13 entrants)		
1	Paul Spreiregen	
2	Steve Fujikawa	
3	Glen Simpwers	

WW II No-Cal (12 entrants)		
1	Pete Zseleczy	P-51
2	Glen Simpwers	P-47
3	Steve Fujikawa	P-39

Dime Scale ML (7 entrants)		
1	Steve Fujikawa	Bristol Brownie
2	Dave Mitchell	Fairchild
3	John Murphy	Stinson 105

Helicopter (11 entrants)		
1	Al DeRenzis	
2		
3		

Pennyplane (2 entrants)		
1	Pete Zseleczy	5:32
2	John Appling	2:06

Ready-to-Fly (6 entrants)		
1	Sharon Appling	Firefly (3:01)
2	Terry Slattery	Butterfly (2:54)
3	Milo Burke	Butterfly (2:08)

A-6 (11 entrants)		
1	Jorik Cazjouw	3:40
2	Tony Pavel	3:32
3	Ondres Mitas	3:04

Grand Champ: Steve Fujikawa

FAC Dime Scale (2 entrants)								
			Times			Bonus	Total	Place
1	Steve Fujikawa	Bristol Brownie	91	99	103	30	323	1
2	Dave Mitchell	Fairchild 21	66	49	58	30	203	2

Rubber Motors - Which Lube, How Many Strands?

Dan Driscoll

I have been using Dow Corning 33 as my rubber lubricant for about 10 years and have been satisfied with it. I've also tried Armor All and Son of a Gun, but which is the best?

Also, I've been flying some rather large Old Time rubber models that use pretty big motors (40 grams). I tend to use the fewest strands possible for the large motors because it's easier to handle. For instance, for my Wren, I use 240 inches of 1/4" rubber in six strands as opposed to 480 inches of 1/8" in twelve strands. Over the years, I've heard that more strands would result in more turns and/or more torque. That didn't seem to make sense, but was it true?

It's winter, and even here in Northern Virginia, it gets pretty cold and not much flying gets done. I ordered one pound of 1/4" FAI Tan Supersport in January and conducted tests to satisfy myself as to the above questions. The rubber received and used was stamped August 2006 on the box. About half the box was stripped into 1/8". For all tests, the motors were made as equal as possible. However, there were slight variations in weight, even when the motors were the same length.

These tests were conducted to reflect the way I fly models. I usually end up making motors in the field, lubing them, putting them in the model, and winding up and flying. I don't usually let motors soak in lube or pre-stretch them. From my experience, this appears to be the way many of us fly.

But first, a few comments about the lubes. Dow Corning 33 really preserves the rubber. I've put models away in October with the motors in the model and taken the models out in April and flown them with the motors untouched with no noticeable change in

performance. However, rubbing the grease on 20 feet of rubber motor is time consuming and generally a pain. Armor All is also a good preservative and easy to spray on the motors, but it is hard to wash off hands and clothes. Son of a Gun doesn't seem to preserve as well as the others, but it's easy to use and cleans up easily with water.

Lube Tests

For each test, three motors of 10 feet of 1/8" were cut and knots were tied. Each motor was weighed, made into four strands (about 29" total length), lubed, weighed again, stretched to 75 inches, and wound to breaking. A Rees 10:1 winder with an electronic counter (from Bob Marchese) was used. The counter counts by 10's so all readings are to the nearest ten. The intent was to have the lubricant as the only variable.

Number of Strands Test

For each test, two motors were made up. One motor was 180 inches of 1/8" made into eight strands and the other 90 inches of 1/4" made into four strands. Both motors were about 25" total length. They were weighed, lubed with Son of a Gun, weighed again, stretched to 72 inches, and wound to breaking. Torque readings were taken at 250, 500, 750, and 1000 turns. A Sidewinder 3.75:1 winder with a mechanical counter a Wilder torque meter was used.

Conclusion

As the lube tests show, Dow Corning 33 provides average 8% more turns over the others. It also adds some weight. Armor All and Son of a Gun are about equal in number of turns and add no weight. The strands tests indicates no difference in the torque, but there was an average 6% more turns when using the 1/8" motor with more strands.

Tan Super Sport – August 2006 batch

Lube Test - ten feet of 1/8" - four strand motor (29") stretched to 75"

Test #1

Lube	Motor Weight (gr.)	Wgt. W/ Lube	Turns to Break
Armor All	9.9	9.9	1800
Son of a Gun	10.0	10.0	1820
Dow Corning 33	10.0	10.2	1960

Test #2

Lube	Motor Weight (gr.)	Wgt. W/ Lube	Turns to Break
Armor All	9.8	9.8	1820
Son of a Gun	9.8	9.8	1790
Dow Corning 33	9.6	9.9	1940

Test #3

Lube	Motor Weight (gr.)	Wgt. W/ Lube	Turns to Break
Armor All	10.0	10.0	1840
Son of a Gun	10.2	10.2	1810
Dow Corning 33	10.1	10.4	1990

Number of Strands Test

1/8" motor 180 inches in 8 strands; 1/4" motor 90 inches in 4 strands
 Each motor about 25" stretched to 72"; Son of a Gun lube

Test #1

Motor Size	Motor Weight Lubed (grams)	Torque Meter Reading at Turns				Turns to break
		250	500	750	1000	
1/8"	14.8	3	4	9	15	1081
1/4"	14.6	3	4	9	15	1045

Test #2

Motor Size	Motor Weight Lubed (grams)	Torque Meter Reading at Turns				Turns to break
		250	500	750	1000	
1/8"	14.8	3	4	9	15	1057
1/4"	14.5	3	4	9	-	1000

Test #3

Motor Size	Motor Weight Lubed (grams)	Torque Meter Reading at Turns				Turns to break
		250	500	750	1000	
1/8"	14.4	3	4	9	15	1091
1/4"	14.3	3	4	9	15	1008

"Future" Nit

Dan Driscoll

Reading the warnings on a bottle of Sig Lite-Coat dope can really scare you. The solvents in model aircraft dope are dangerous. A check on the internet shows dozens of warnings about brain and nerve damage from these solvents, especially for children and pregnant women or women who could become pregnant.

I live in a high rise condominium and have problems getting proper ventilation when using dope, and my 14-year old daughter often stays with me. For these reasons, the article in the Nov/Dec 2006 MaxFax on using Future floor finish as a dope substitute interested me.

My Embryo model flew away at the last Kudzu contest, and a new Embryo seemed like a good candidate to test the practicality of Future. Coincidentally, Jim Coffin had recently updated Don Srull's Nit Embryo from 1978. (The major change is a flat center for the wing to facilitate a pop-up wing DT. Jim's CAD plans are included in this issue.)

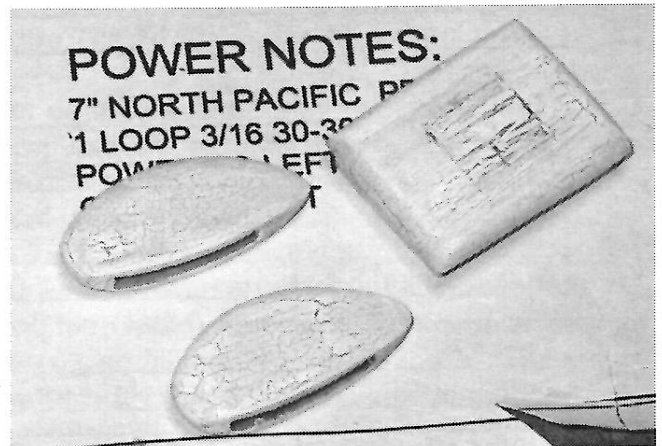
My intention in building the Nit was to use Future exactly the same way I use dope. I usually attach tissue using full strength Lite-Coat dope and finish all surfaces, tissue and wood, with two or three coats of thinned dope. I don't like to use an airbrush and brush on all dope. Since I was going to avoid dope, I also decided to forego solvent based paints. I did, however, use cyanoacrylate glue and accelerator.

The fuselage was framed up first. It quickly became apparent that Future was not going to work well for attaching the tissue to the frame, so I used a glue stick for this purpose. The attached tissue was water shrunk resulting in a tight smooth finish. Full strength Future was brushed on like dope with a 1/2 inch brush. The tissue immediately went slack. After drying overnight, it had tightened some, but it still looked pretty bad. The finish was very uneven with shiny spots where the Future had puddled, and a second coat did not improve the tightening or the uneven finish.

The wing was framed up next, and thinned white glue was used to attach the tissue. Again, two coats of future left what had been a smoothly shrunk covering looking wrinkled and uneven.

Next, tissue for the tail surfaces was shrunk on a frame and given two coats of Future. For some reason, this worked a little better. When cut from the frame, the tissue remained smooth and the finish seemed to be more even. This tissue was attached to the Tail surfaces using a glue stick.

For the bare wood parts (nose block, wheel pants), each was smeared with thinned lightweight spackling, allowed to dry, and sanded smooth. Two coats of Future were applied over the spackle. A coat of water based white Polly Scale Model Railroad paint was applied, and this produced an unexpected crazing of the spackling or the paint or both. I couldn't tell what crazed, but it was a mess. Further experiments with water based Polly S (not railroad) and Model Master Acryl did not result in crazing. No idea why the model railroad paint crazed.

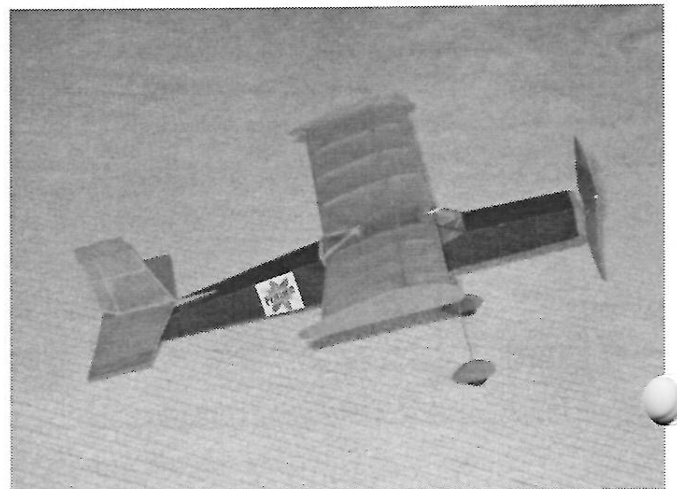


Color trim of Polly S and Acryl were brushed over portions of the previously finished tail surface tissue, and this resulted in wrinkling of what had been a fairly smooth finish.

My conclusion is that using Future the same way I use dope simply doesn't work. The only advantages, aside from health concerns, are the pleasant smell and easy water clean up. I will continue to use dope with the best ventilation I can get, but only when my daughter is not around.

See Dave Mitchell's article for a different approach to using Future.

Incidentally, even though the Nit looks pretty bad, it glides nicely. Hopefully it will be a good flyer when the weather warms up and we can start flying outdoors again.



CAROLINA MODEL FLYERS &
KUDZU FLYING CORPS present
Spring 2007 Contest
AMA – FAC

Friday, May 18
Test Flying
Goldsboro, NC
Dave Rees Private Field
Contact Dave before going to the field
(919) 778-6653

AMA/FAC Saturday, May 19, 9AM – 5PM
Carolina Sod Farm (old field), Raeford, NC

Mass Launch Events:

- 10:00AM WWI Biplanes
- 11:00AM Combined Racers
- 12:30PM Special Event – Earl Stahl*
- 1:30PM WW2 Fighters
- 2:30PM Modern Production

Timed Events:

- AMA – Hand Launched Glider
- AMA – Catapult Glider
- AMA – P-30 Rubber
- FAC – Jet Catapult Glider
- FAC – Embryo
- FAC – Golden Age
- FAC – Dime Scale
- Peanut
- Junior Ready to Fly – No Fee {Plane and rubber provided by CD}

* Any Earl Stahl scale model at published size

Entry Fee - \$5.00

CD: John Diebolt (919) 467-1025 jdiebolt@mindspring.com
526 Heater Drive, Cary, NC 27511
Maps to flying field available upon request

The Future Revealed

Dave Mitchell

My latest building project, the RockyTop Models Miles Magister, offered an opportunity to explore some of the virtues and vices of Future Floor Wax as a dope/Krylon alternative. First, a little chemistry: according to the NIH household chemicals website, Future is made up of diethylene glycol ethyl ether, tributoxymethyl phosphate, and water. The first two chemicals are considered to be of very low-toxicity, and water & well, as of this writing it's still relatively non-toxic. Future is 80-90% water by volume. So for those of you who are phobic about such things, it represents a far less toxic alternative to dope or Krylon.

That said, Future behaves very differently than dope or Krylon. Brushing it on full strength to a covered framework, one will note that the tissue surface wrinkles into a profusion of deep furrows. The tissue ultimately draws up very nicely, but the finish that has collected in the furrows sometimes does not flash off entirely, and you are left with slight puddles. I have read that a bit of ammonia on a rag will allow you to "brush out" these puddles; when I tried this on a well-dried finish (several weeks), it had no effect at all, other than to dull down the gloss finish. I suggest brushing Future on sparingly, with a thin brush; even then, the furrows will appear, and you should be prepared to spread out collected finish with a small brush as the finish draws up. If you have an airbrush, save yourself the trouble and spray it on. My airbrush had no problem at all spraying Future full strength, and it was much easier to control the amount applied. This eliminated the problem of the finish puddling; several light coats leave a very nice finish. This also helps to control another oft-repeated problem with Future: it causes tissue surfaces to sag so much that the covering on both sides of thin surfaces, like stabs or fins, wick together and bond. Because Future gets sticky quickly, it's pretty hard to correct this problem when it happens. Spraying light coats keeps the finish from saturating the tissue too heavily, and really helps to keep a lid on this problem.

Encouraged by the spray results, I tried mixing Future 50/50 with Model Masters acrylic paint---in this case silver. I was very pleased with the results. Spraying onto the wings of the Magister, which were covered in black tissue with 2 coats of full-strength Future as a base, I was able to lay down several nice, even light coats that dried quickly and had a pleasing sheen. Check Dan Driscoll's article on Future regarding his experiences with different water-based paints---I have only used Model Masters, and it worked great with the Future.

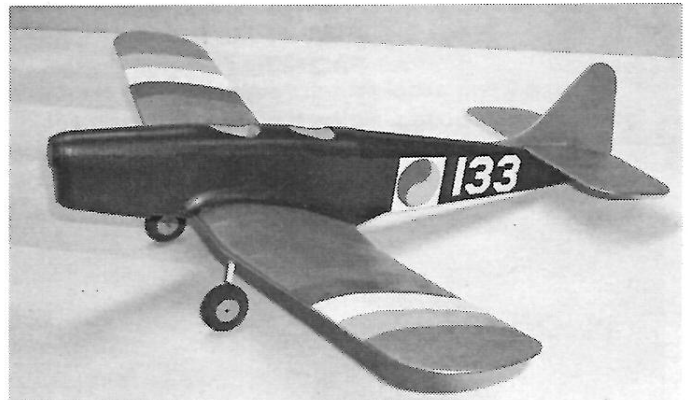
Also worth mentioning: I recently built a micro R/C Sopwith Triplane, which I covered with Litespan. Most water based finishes that I have tried applying to Litespan bead up on the surface-not Future. It flows out nicely, and makes an excellent adhesive for tissue or

Photos Page 23

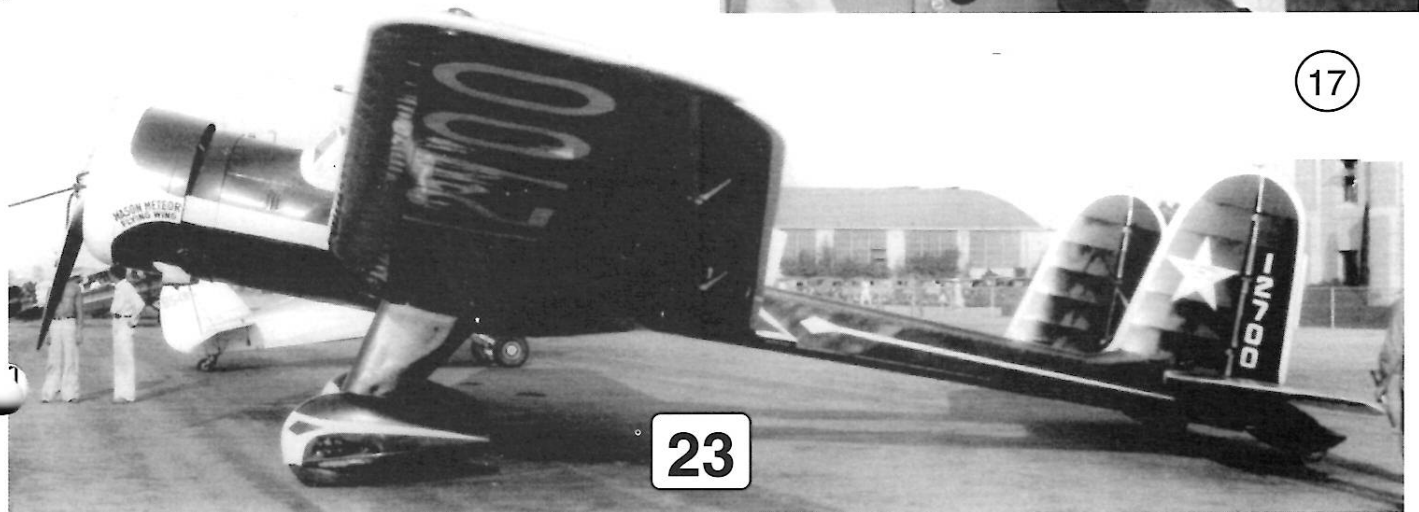
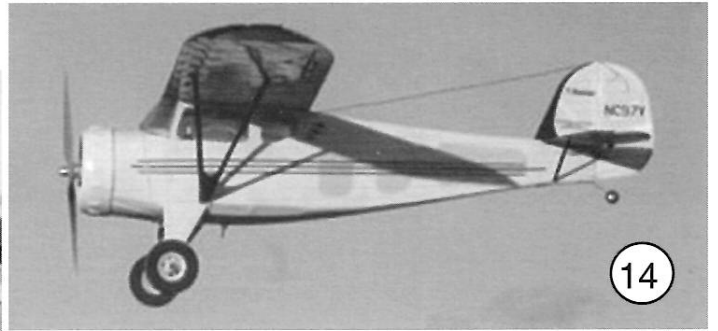
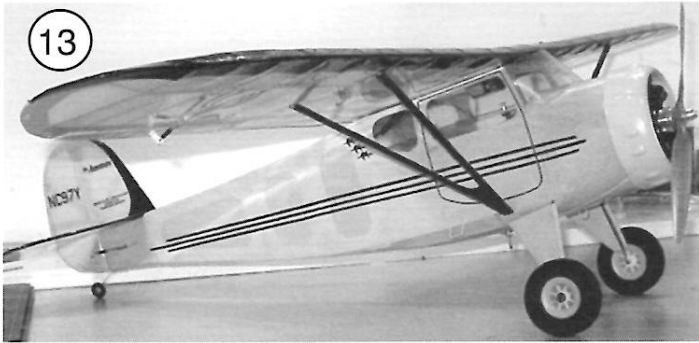
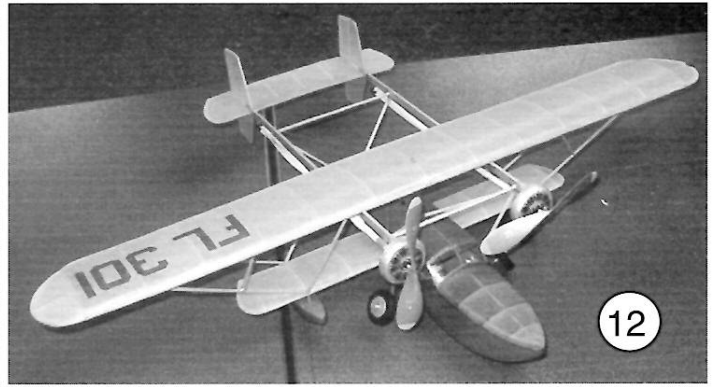
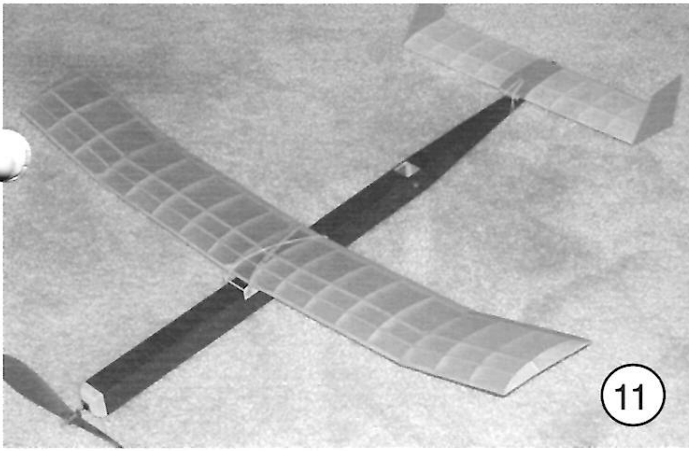
11. Dan Driscoll's original P-30 design the DD-1-P-30 - photo by Dan.
12. Bob Flickinger's Sikorsky from the Cleveland plan.
13. Pat Daily's latest, an R/C electric Monocoupe - photo by Pat.
14. Pat's Monocoupe up in the air - photo by Pat Daily.
15. Remember Al Flanders FF Electric PBY -- now converted to R/C -photo from Al.
16. A little 'deja-vu', Tom's RWD 10 --lost first season at Shangri-La.
17. The real McCoy -- the Scientific 20 inch plan for the 'Mason Meteor (Vance) Flying Wing' was in May/June 2004 MaxFax.

Litespan insignias. In this case, I used white Litespan, doubled up, to make the background of the roundels; red and blue tissue were applied to the white background (using Future) to finish the roundel, and then the whole thing was floated onto the surface of the Litespan-covered wings, once again using Future. Looks great, and seems secure.

In short, I think that Future is certainly a viable alternative to dope or Krylon. It replaces neither, and doubtless those of us who adore the smell of dope will wonder why anyone bothers. But if your model airplane building is suffering because of complaints from your family about the smell of dope or Krylon, or you are trying for reasons of your own to minimize your exposure to toxic chemicals while in the pursuit of having fun, you should definitely give it a try. It wants its own techniques, but it looks great in the end.



Dave's not quite completed Miles Magister. Built from the excellent Rocky Top kit and done in Irish Air Corps markings. Sprayed on Future finish looks terrific.



MAXFAX JANUARY/FEBRUARY 2007

Photos at the NBM 1/20/2007 by Pete Carpenter -- Pete below with his midget R/C helicopter



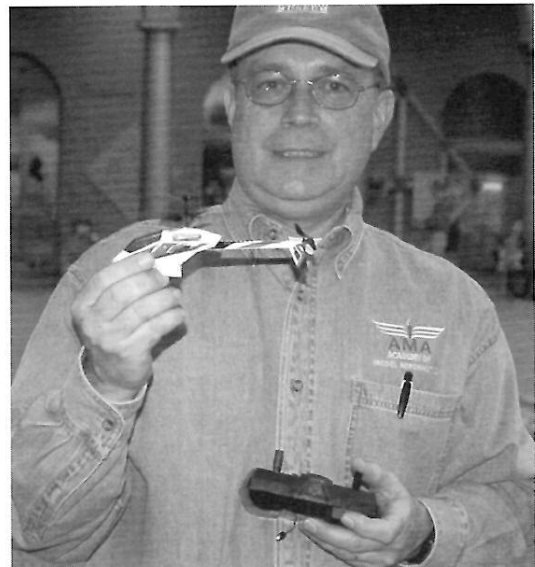
The builders ready for the first flights of their Delta Darts



Dave Mitchell lends a hand for the youngsters first flight



Stew gives a launch lesson



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 \$20 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.

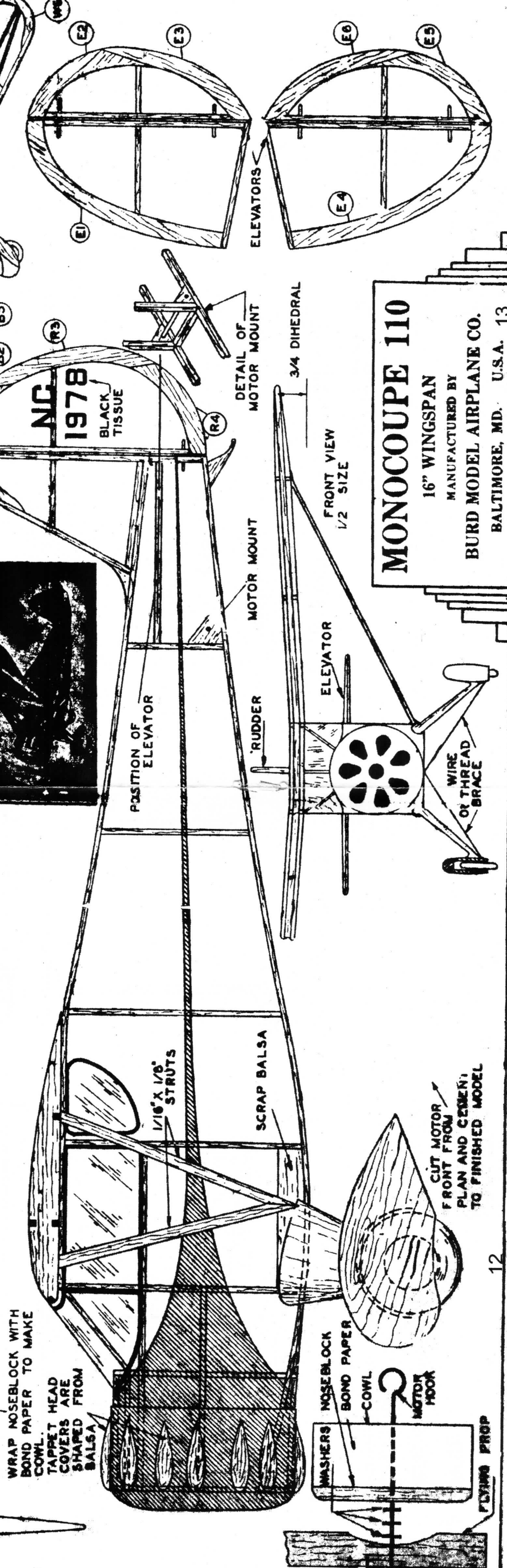
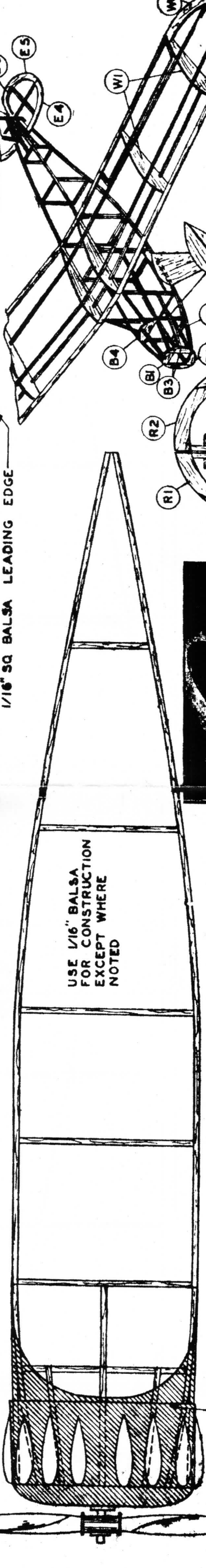
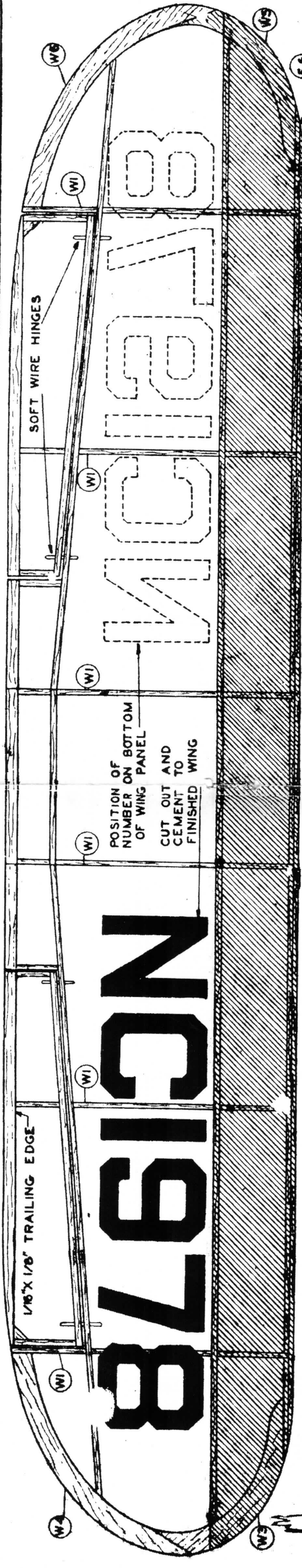
PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

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

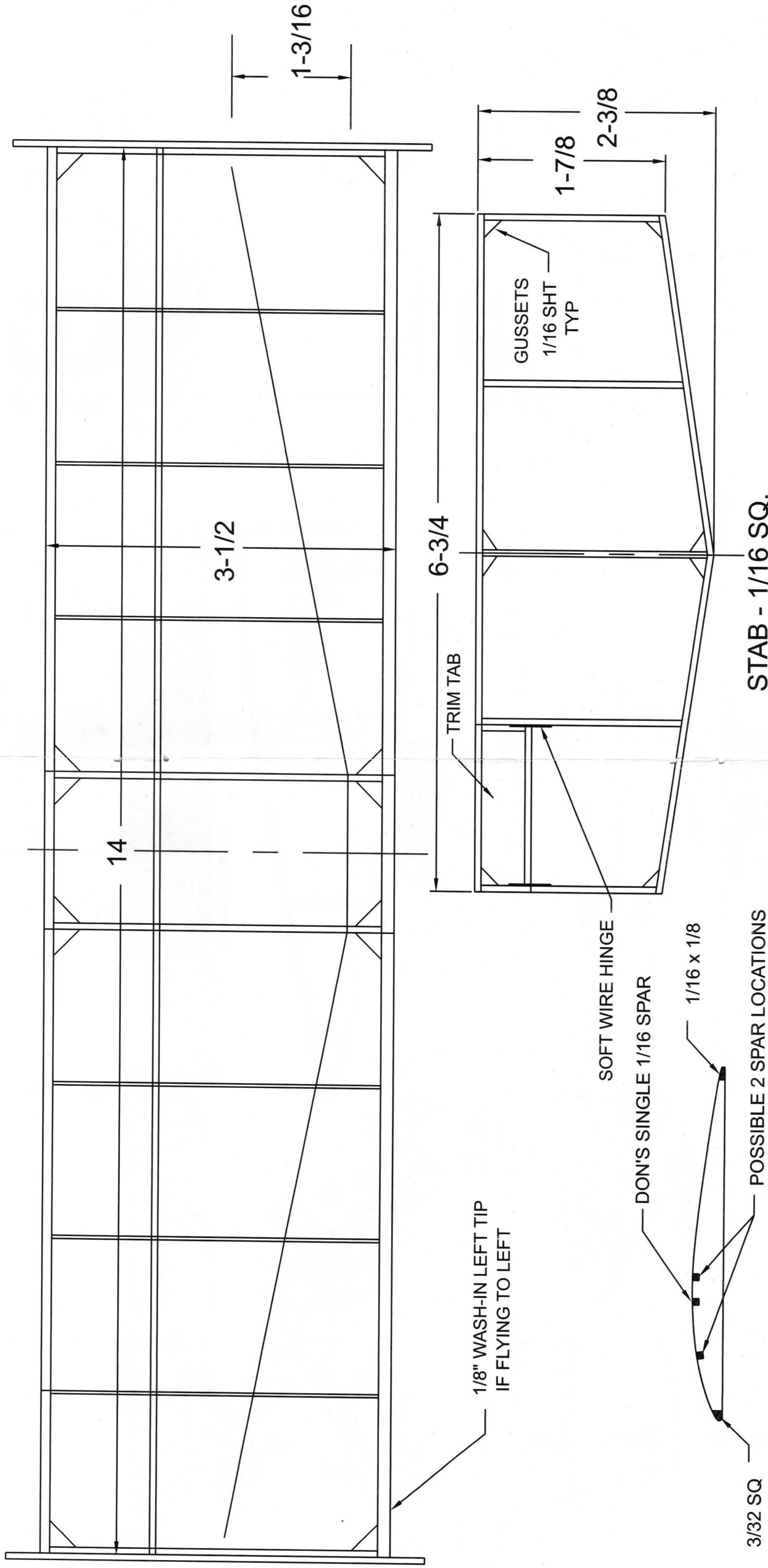
Maxecuter web site: <http://www.his.com/~tschmitt/>

Your DUES are due



MONOCOUE 110
 16" WINGSPAN
 MANUFACTURED BY
 BURD MODEL AIRPLANE CO.
 BALTIMORE, MD. U.S.A. 13

WING TIP PLATE,
1/16 SHEET



1/8" WASH-IN LEFT TIP
IF FLYING TO LEFT

DON'S SINGLE 1/16 SPAR

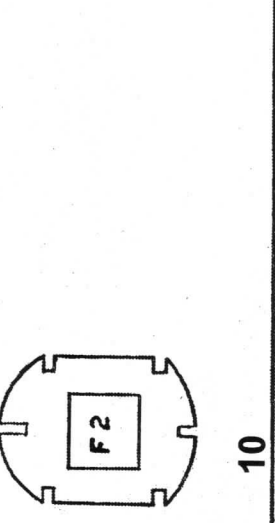
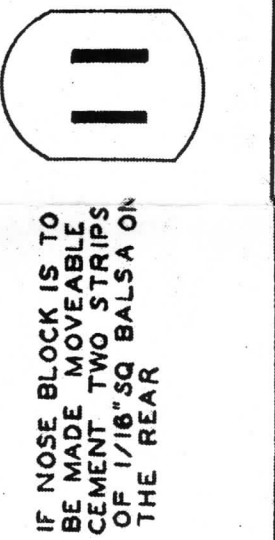
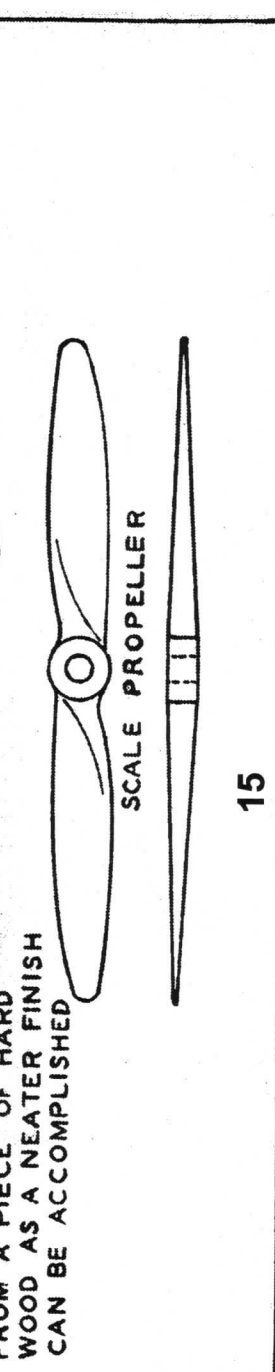
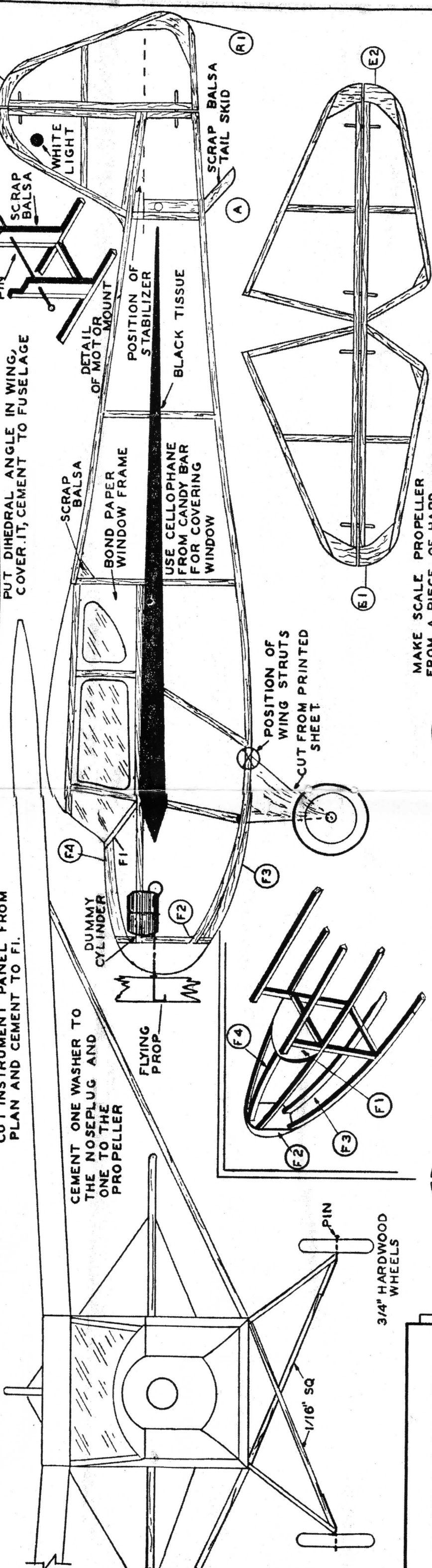
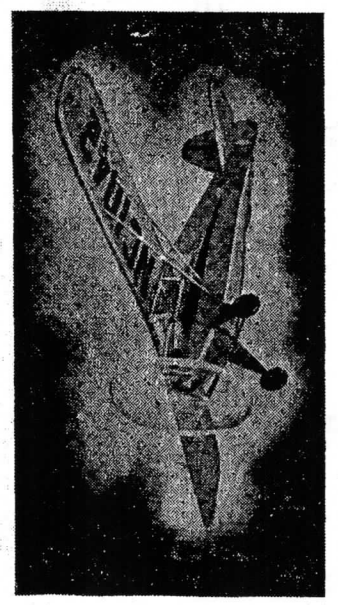
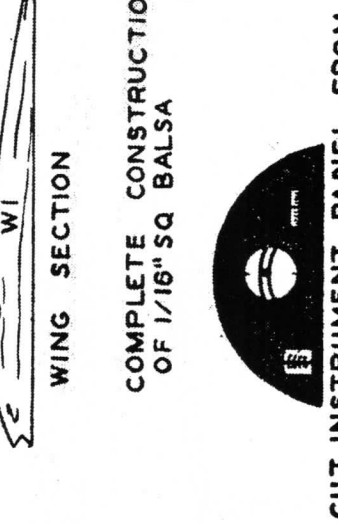
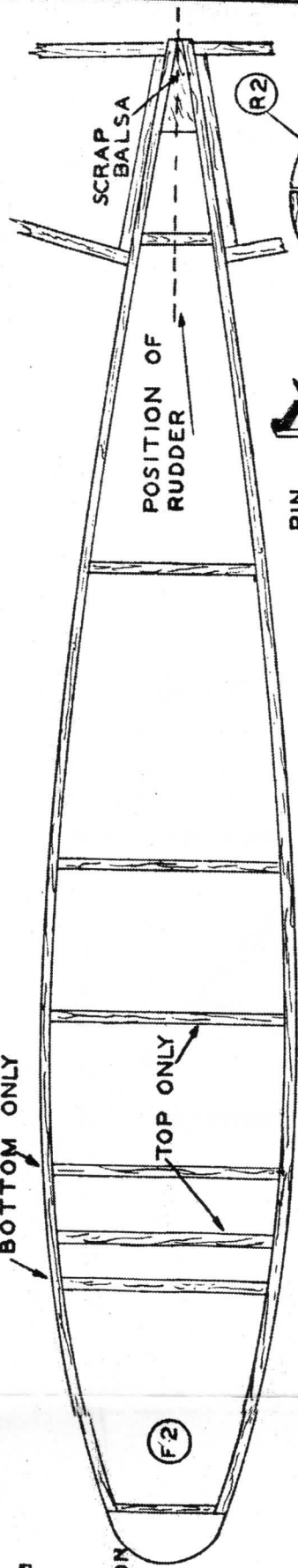
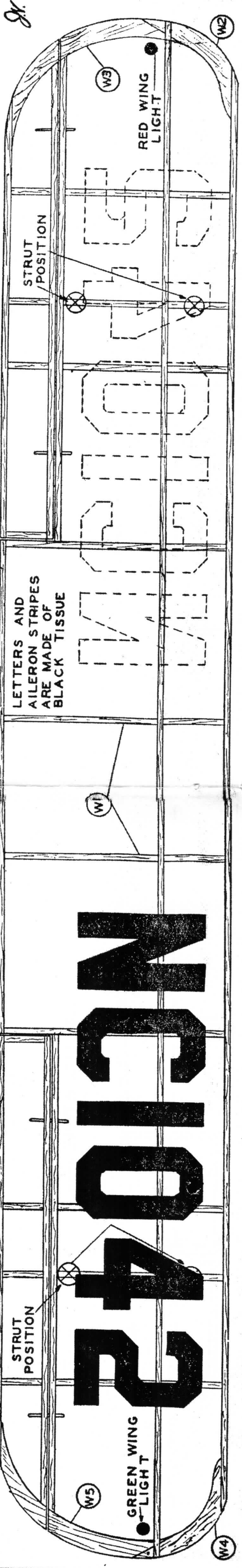
1/16 x 1/8

POSSIBLE 2 SPAR LOCATIONS

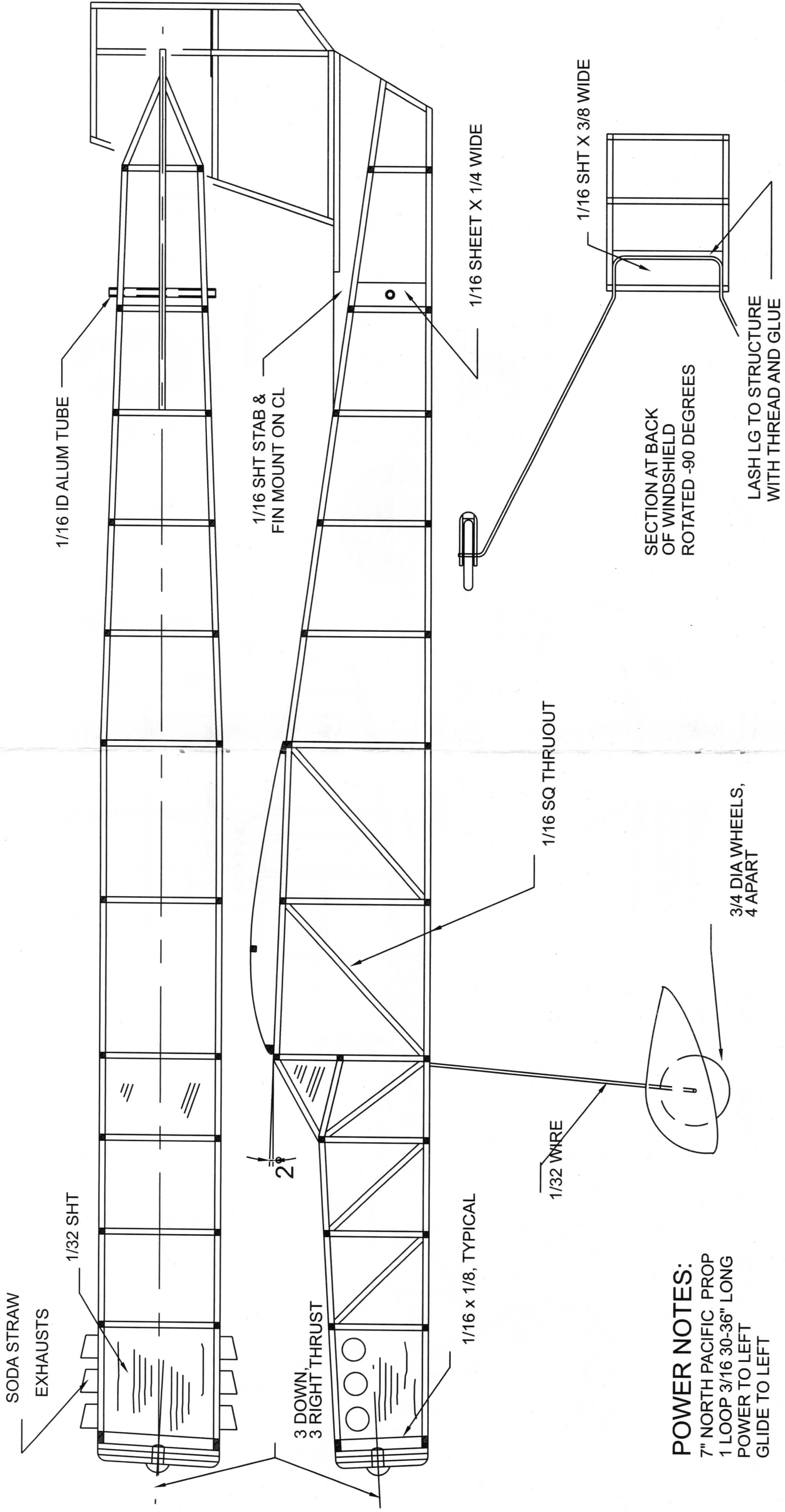
3/32 SQ

WING RIB, 6 @ 1/32, 4 @ 1/16

Don Srull's "NIT" Embryo
(updated Feb-2006)

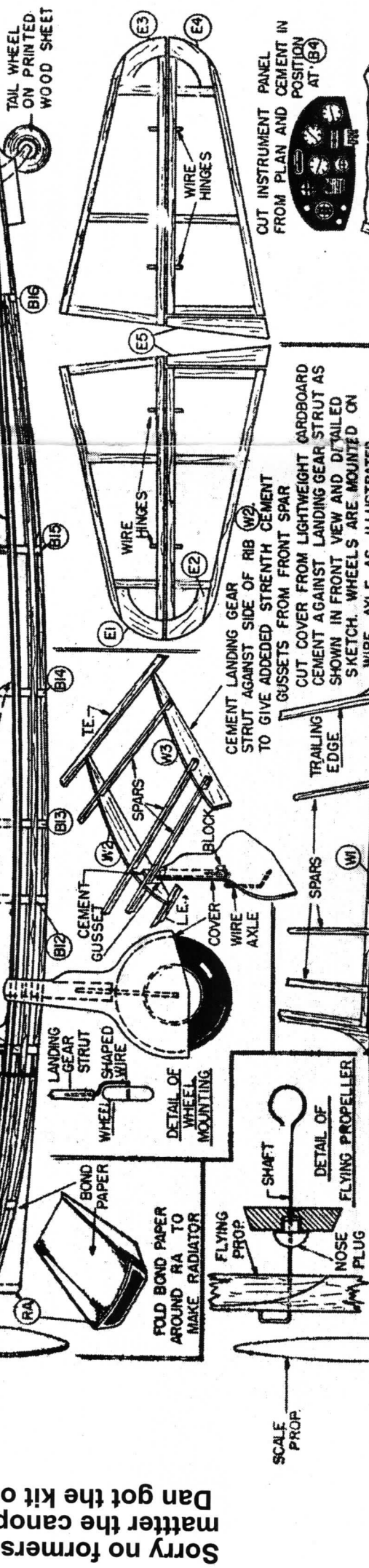
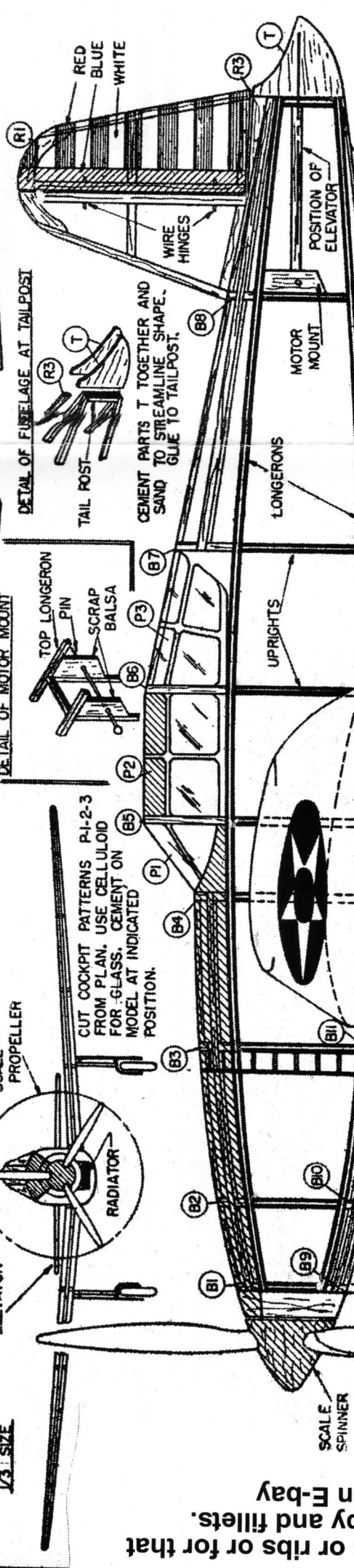
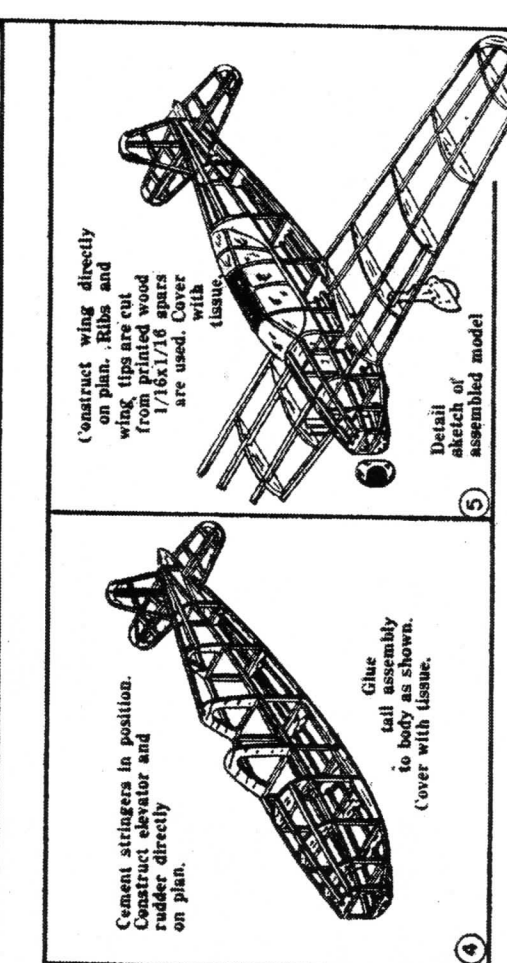
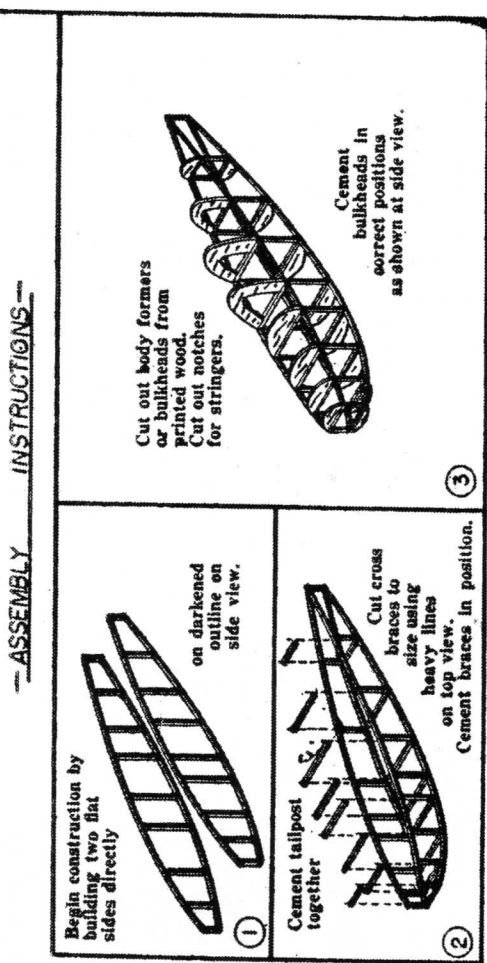
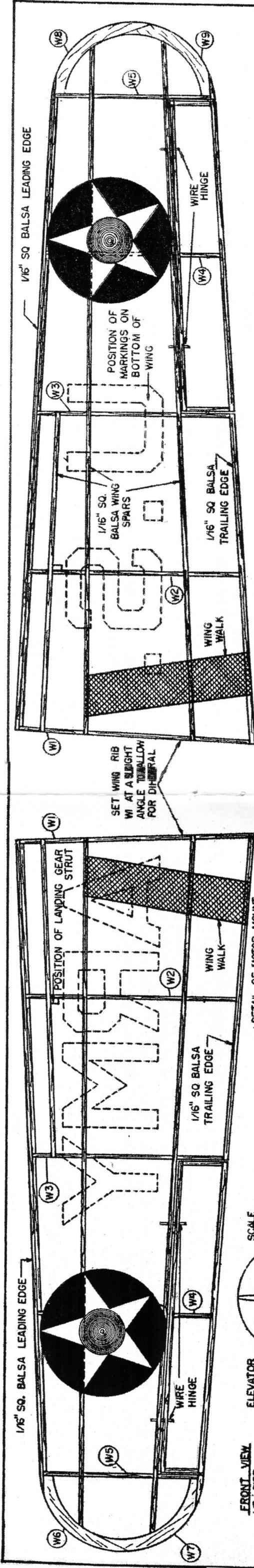


TAYLORCRAFT
 MANUFACTURED BY
BURD MODEL AIRPLANE CO.
 BALTIMORE, MD. U.S.A.



POWER NOTES:
 7" NORTH PACIFIC PROP
 1 LOOP 3/16 30-36" LONG
 POWER TO LEFT
 GLIDE TO LEFT

Don Srull's "NIT" Embryo
 (updated Feb-2006)



(This is BURD dimer)

VANGUARD

Sorry no formers or ribs or for that matter the canopy and fillets. Dan got the kit on E-bay

PATTERNS FOR WINDSHIELDS

NOTICE: LONGERONS, UPRIGHTS AND CROSSBRACES ARE 1/16" SQ. Balsa. TAIL ASSEMBLY IS 1/16" SQ. Balsa. STRINGERS ARE 1/8" SQ. Balsa. LANDING GEAR STRUT - 1/16" X 1/8" Balsa

8

17