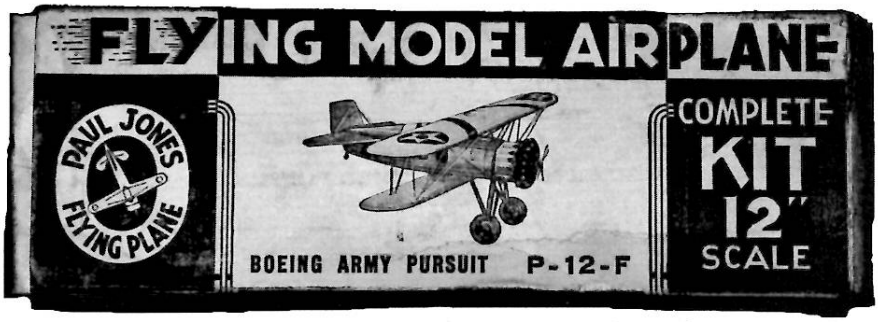
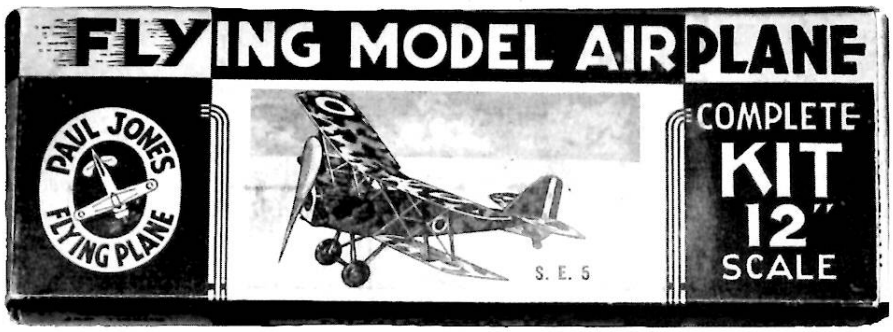
MAXFAX

Journal of the D. C. Maxecuters

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

Editor: Stew Meyers **JULY - AUGUST 2007**





COMING ATTRACTIONS

INDOOR FLYING EVERY TUESDAY AND THURSDAY 7:05 TO 9:30 PM
GOOD HOPE COMMUNITY CENTER – FOR DETAILS
www.dcmaxecuter.org OR NORM DAVISON 1-301-460-4088,

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

AUGUST 25,26 2007 FRIDAY EVENING AND SATURDAY
KUDZU SUMMER CONTEST GOLDSBORO & RAEFORD, NC
FLYER IN MAY-JUNE MAXFAX OR CONTACT STEW MEYERS

SEPTEMBER 8, 9 2007 FLYING ACES CLUB OUT DOOR CHAMPS MUNCIE, IN
CONTACT RALPH KUENZ 1-586-727-3373 OR
FRED GREGG 1-586-884-6919/ loopy.cbfac@yahoo.com

OCTOBER 6,7,8 2007 GATHERING OF TURKEYS PENSACOLA, FL
FAC EVENTS GEORGE WHITE 1-850-473-0866 OR MIKE MIDKIFF 1-817-428-8151

OCTOBER 20, 21 2007 FALL FAC CONTEST IN WAWAYANDA, NY
www.hallmanstudio.com/wawa2007.jpg FOR DETAILS AND MAP

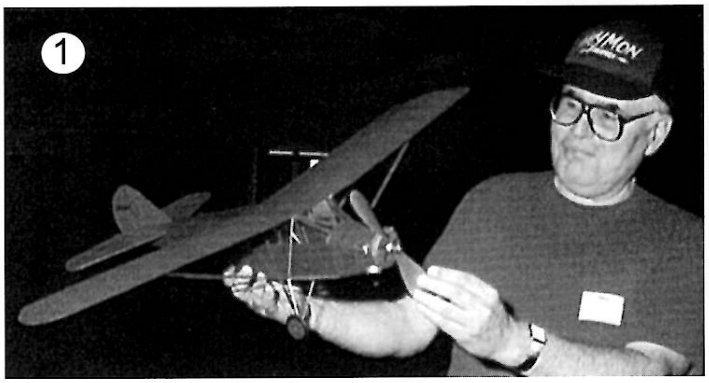
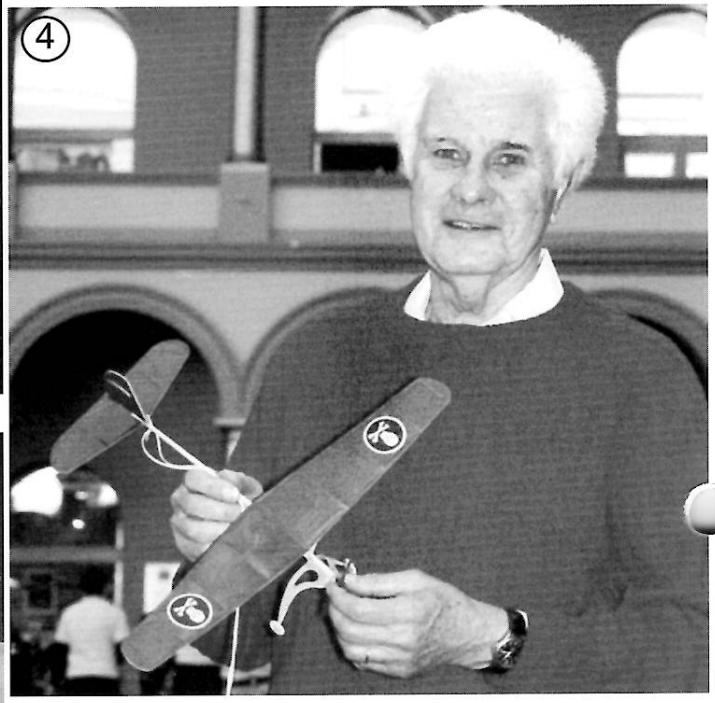


Photo by Bob Schlosberg



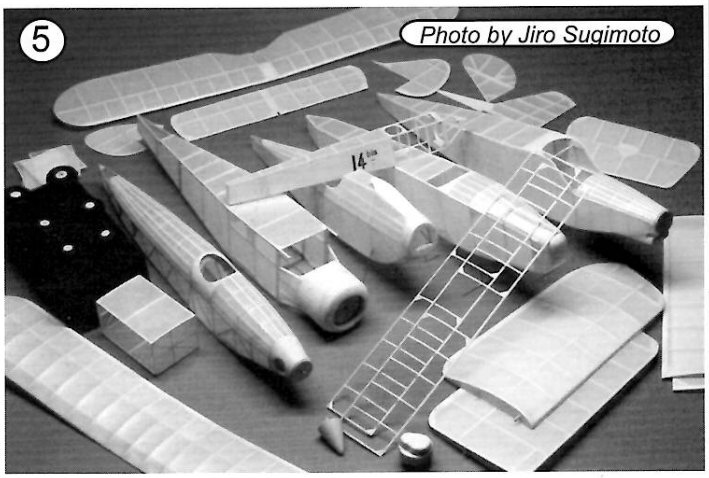


Photo by Jiro Sugimoto

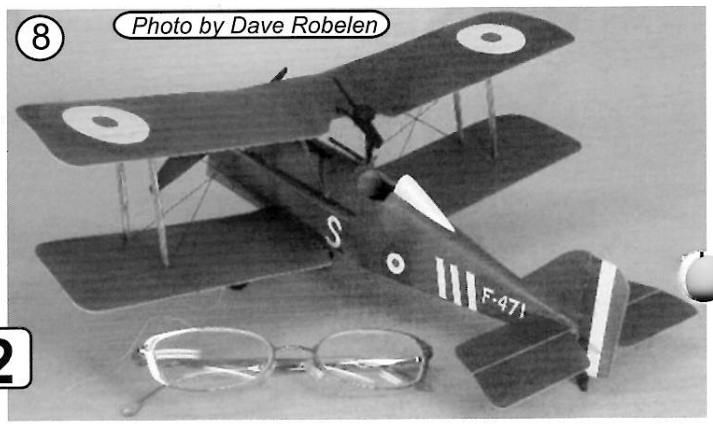


Photo by Dave Robelen

Max Fax July August 2007

Paul Jones Model Airplanes and Boats

About 15 years ago, my father-in-law gave me a publication he had when he was a kid in New Britain, CT. It was a large paperback book of model airplane plans and articles put out by the Curtiss Candy Company of Chicago in 1936 or 1937. Curtiss was and is the maker of the Baby Ruth and Butterfinger candy bars. The model plans and articles were prepared by Paul Jones Inc. of Mishawaka, IN. The Paul Jones catalog appeared on the inside back cover of the book with instructions on ordering the kits with a combination of Curtiss candy wrappers and coins.

I have two Paul Jones kits in my collection, but know virtually nothing about the company, and no one around here seems to remember it. The only advertisement I could find for the company was in the June 1934 Model Airplane News. The ad indicates that their kits were available at all S.S. Kresge & other 5-10-25 cent stores. I haven't found any indication that they were sold in hobby shops. This was similar to the marketing of Hi-Flier and Ace Whitman models.

Kit collector and model historian Walt Grigg recalls that Bert Pond designed many of their models and was paid in model supplies. Note his name is on the plans. He also provided us with pictures of two of his kits and the Paul Jones Step-by-Step Course in Model Aviation.

Can anyone out there give us some details about this company?

Dan Driscoll

PHOTOS PAGE 2

1.From the archives here is John Houck the designer of the Boeing fighter in the previous issue with a Lincoln AP COCONUT.
2.Our AIRDALE mentor Mike Dale trying out the controls of the 'Lady Peace II' at the Richmond Museum.
3.Bob Schlosberg built this YAK-7 from an enlarged Mike Nasisse plan.
4. Paul Spreiregen with his winning Phantom Flash at this winter' NBM contest.
5. See how many you recognize -- in Jiro Sugimoto's output of lightweight aircraft?
6.See what you miss by not attending the NBM funfly/contests; Doug Griggs entertaining the visitors with some tall modeling tales.
7.Bruce Foster at the NBM with his rubber powered ducted fan NOCAL F9F.
8. Dave Robelen, a regular contributor of articles to RC Micro World and columnist for Model Aviation magazine's Micro-Flying series of articles passed away in April, on the day before Easter Sunday. Here was the latest from his shop, a lightweight electric scale SE5

PAUL JONES ISSUE

Stew Meyers Editor

Ever hear of Paul Jones models? I hadn't, but Dan Driscoll, our club E-Bay addict found some and here they are.

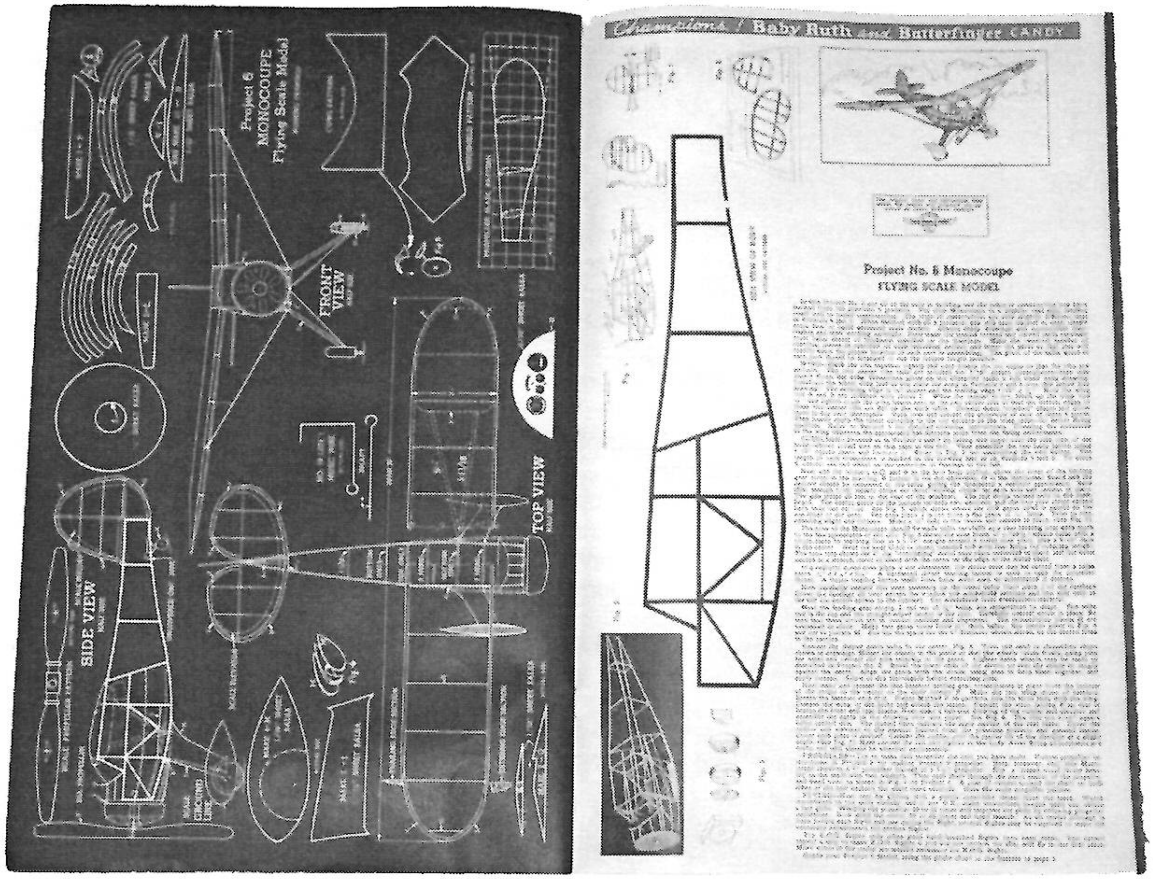
I was able to scan the complete SE-5 plan. I have reproduced the front and back of the plan reduced on the next two pages. I have also rearranged the parts to fit full size on the center fold. Paul Jones dropped the ball by explaining that SE stood for Sopwith Experimental rather than Scouting Experimental, but the design is one of the best I've seen. Wow, for a peanut sized dimer compare it to a Megow. Note you cut your own strip wood as well as the formers from pieces of 1/16th sheet.

The Boeing P-12F plan was a little more fragile and Dan scanned it in pieces. I can't show the original plan whole, but have pieced together the parts on two pages. The plan did not show the stip wood like the SE-5 did. This was their first Dimer kit and not quite as nice as the SE-5.

I'm curious about their 300 series models the back of the plan says these 15" to 18" 20¢ models had molded fuselage halves. Any one ever seen one of these?

Tom Schmitt our Photo Editor and Web Master has a registered a new Maxecuter domain name.

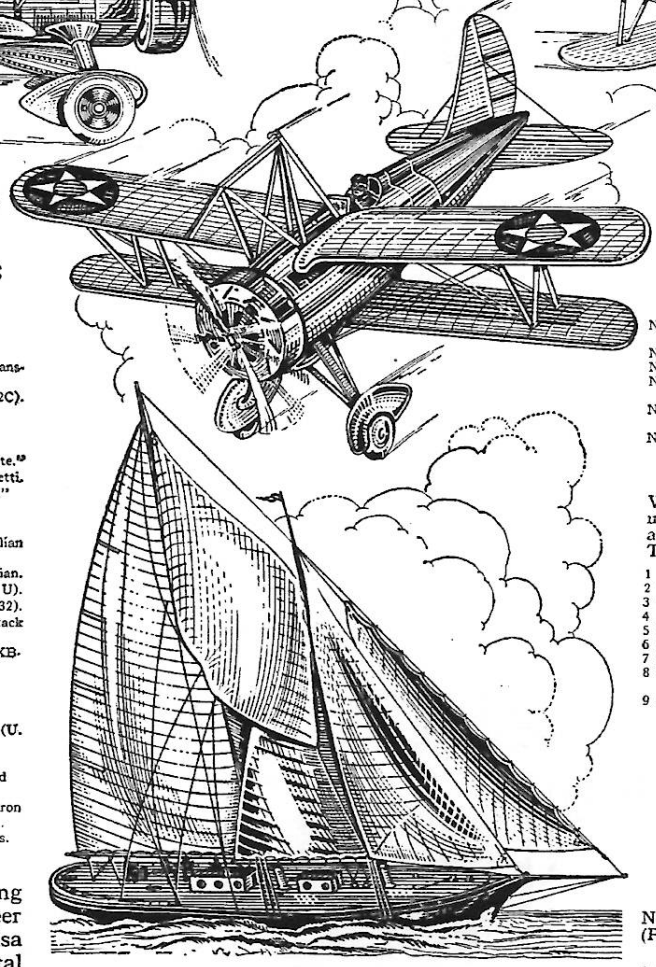
www.dcmaxecuter.org



A typical construction article from the Curtiss Candy Company Flying Model book

Paul Jones Kits and
Step-by-Step Course in Model Aviation
from Walt Grigss collection.

ON SALE AT ALL S.S.KRESGE & OTHER 5-10-25¢ STORES



No. 150 Series
SCALE MODEL AIRPLANE CONSTRUCTION KITS

6" SCALE MODEL PLANES
10 Cents

No. 150-A, Gee Bee Super Sportster.
No. 150-B, New Boeing High Speed Transport.
No. 150-C, Boeing Army Pursuit (P-12C).
No. 150-D, Boeing XP-936 Pursuit.
No. 150-E, Frank Hawk's Northrup "Gamma."
No. 150-F, Bennie Howard's Racer "Pete."
No. 150-G, Gen. Balbo's Savoia Marchetti.
No. 150-H, Wiley Post's "Winnie Mae."
No. 150-I, Richtofen's Albatross.
No. 150-J, Wedell-Williams.
No. 150-K, Macchi-Gastoldi, 6-72 (Italian Sea Plane).
No. 150-L, U. S. Coast Guard Amphibian.
No. 150-M, Stinson Tri-Motor (Model U).
No. 150-N, Curtis "Condor" (Model T-32).
No. 150-O, Curtis "Shrike" (Model Attack YA-8).
No. 150-P, Martin Bomber (Model XB-907).
No. 150-Q, Sikorsky Amphibian S-38.
No. 150-R, Pitcairn Autogiro (Model PCA-2).
No. 150-S, The Consolidated Admiral (U. S. Navy).
No. 150-T, Seversky Amphibian.
No. 150-U, Vought Corsair (Navy and Marine Corps).
No. 150-V, Curtis Sparrow Hawk (Akron Fighter).
No. 150-W, Lindbergh's Lockheed-Sirius.
No. 150-X, Curtis Goshawk Fighter.

Authentic Scale Working Drawings — Balsa Veneer with printed parts — Balsa Block for fuselage — Metal Propeller — Special Cement Paint Kit that will give any color desired — Paint Brush — Sandpaper — Strip of Colored Insignia.

No. 300 Series
FLYING MODEL AIRPLANE CONSTRUCTION KITS

15" SCALE FLYING PLANES
20 Cents

No. 300-A, Lockheed Endurance—18-inch wing.
No. 300-B, Lockheed Vega—15-inch wing.
No. 300-C, Lockheed Orion—15-inch wing.
No. 300-D, Boeing Army Pursuit P-12-F—15-inch wing.
No. 300-F, Wedell-Williams Racer—15-inch wing.
No. 300-F, Curtis Sparrow Hawk—15-inch wing.

All Materials Furnished

With the Famous Paul Jones Flying Construction Kits all materials are furnished: nothing else to buy. These kits include:

1 Molded Balsa Fuselage Halves (2).
2 True Pitch Machine Cut Balsa Prop.
3 Tube of Cement.
4 Jap Tissue.
5 Thread Rubber.
6 Wire Parts.
7 Thrust Bearing.
8 Balsa Veneers with Parts Printed Ready to Cut Out.
9 A Complete Set of Full Scale Working Drawings and Instructions.

No. 800 Series
FLYING MODEL AIRPLANE CONSTRUCTION KITS

12" SCALE FLYING PLANES
10 Cents

No. 800 A Boeing Army Pursuit (P-12F).

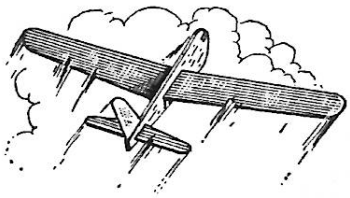
These Kits Include:

1 True Pitch Machine Cut Balsa Prop.
2 Tube of Cement.
3 Jap Tisue.
4 Thread Rubber.
5 Wire Parts.
6 Balsa Veneers wtih Parts Printed Ready to Cut Out.
7 A Complete Set of Full Scale Working Drawings and Instructions.

No. 600 Series
MODEL SAILING BOAT CONSTRUCTION KITS
12" SCALE SAILING BOATS
20 Cents

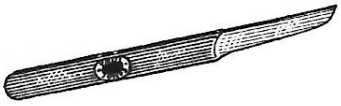
No. 600-A, The "Enterprise." No. 600-B, The "Shamrock V" No. 600-C, The "Nina."

These kits include everything to make a 12" Shelf or Sailing Model. Solid Balsa Hull—2 piece—adjustable Metal Ballast—Keel in two parts—shaped mast and boom—wire—cloth—paint kit—cement—full size plans—with templates for shaping hull—and useful details for the model builder.



No. 100, Glider—14-inch.....10c
No. 400, Glider—10-inch.....5c

1 A Stunt Glider. 2 All Balsa. 3 Completely Set Up. 4 Ready to Glide. 5 It will Loop the Loop, Straight Glide, Barrel Roll. 6 You can, with practice, make it Loop the Loop and Return to Your Hand.



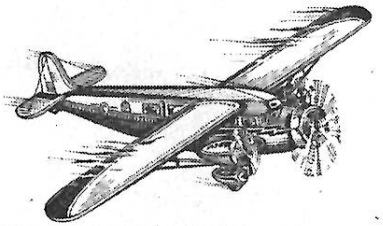
SPECIAL OFFER!!!

Our model builders have been asking for a real model carving knife. To meet this demand we have had a special Knife and Sharpener made, worth 50c, that we are offering through the S. S. Kresge 5-10 & 25c Stores, at 25c.

PAUL JONES MODEL AIRPLANES & BOATS

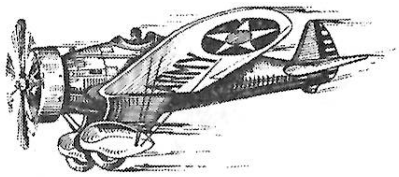
INFORMATION SUPPLIED DEALERS ON REQUEST

PAUL JONES INC. MISHAWAKA, IND.

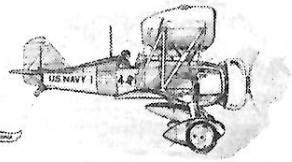


PAUL JONES MODEL AIRPLANES, BOATS and GLIDERS, NOW ON SALE

Manufactured by PAUL JONES, Inc., Mishawaka, Indiana



SCALE MODEL PLANES—10 Cents



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No. 150-F, Bennie Howard's Racer "Pete."
No. 150-G, Gen. Balbo's Savoia Marchetti
No. 150-H, Wiley Post's "Winnie Mae."
No. 150-I, Richthofen's Albatross.
No. 150-J, Wedell-Williams.
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No. 150-W Lindbergh's Lockheed-Sirius.
No. 150-X, Curtis Goshawk Fighter.
No. 150-AA, Monocoupe.
No. 150-BB, Waco "D" Pursuit.
No. 150-CC, Polish Fighter.
No. 150-DD, Beechcraft.
No. 150-EE, Hawker "Super Fury".
No. 150-FF, Rickenbacker "S P A D"

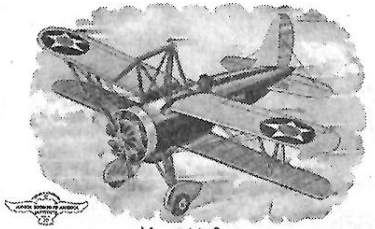
Authentic Scale Working Drawings—Balsa Veneer—Balsa Block for fuselage—Metal Propeller—Special Cement Paint Kit that will give any color desired—Sandpaper—Strip of Colored Insignia.

NO. 200 MODEL AIRPLANE INSTRUCTION SERIES—6 PROJECTS—25 CENTS

A Complete Course in Model Aviation Step by Step. The A B C of Airplane Construction with Illustrations
Learn Model Building Step by Step. Easy to build—simple to fly. Complete in Every Detail

200-A. Project 1. Sailplane (Scientific Glider 20-inch).
200-B. Project 2. Power Glider (R. O. G. 18½-inch).
200-C. Project 3. Stability Study (R. O. G. 20-inch Monoplane).
200-D. Project 4. Featherweight Fuselage Model (High Wing 20-inch).
200-E. Project 5. Featherweight Fuselage Model (Low Wing 20-inch).
200-F. Project 6. Monocoupe (20 inch Scale Model).

15" to 18" SCALE FLYING PLANES—20 Cents



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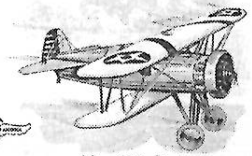
No. 300-E, Wedell-Williams Racer—15-inch wing.
No. 300-F, Curtis Sparrow Hawk—15-inch wing.
No. 300-G, Buhl "Bull Pup"—17½-inch wing.
No. 300-H, Polish Fighter—16½-inch wing.
No. 300-I, Waco "D" Pursuit—15-inch wing.

With the Famous Paul Jones Flying Construction Kits all materials are furnished: nothing else to buy. These kits include:

1 Molded Balsa Fuselage Halves (2).
2 True Pitch Machine Cut Balsa Prop.
3 Tube of Cement.
4 Jap Tissue.
5 Thread Rubber.
6 Wire Parts.
7 Thrust Bearing.
8 Balsa Veneers
9 A Complete Set of Full Scale Working Drawings and Instructions.

12" SCALE FLYING PLANES—10 Cents



MATERIAL
Tube of Cement.
Jap Tissue.
Thread Rubber.
Wire Parts.
Balsa Veneers.

No. 800 Series
FLYING MODEL AIRPLANE CONSTRUCTION KITS

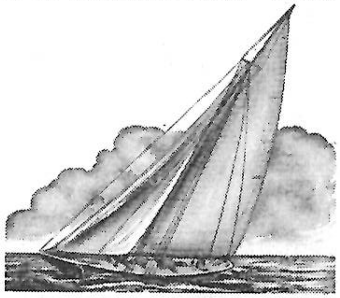
No. 800-A, Boeing P-12-F
No. 800-B, Curtis Swift
No. 800-C, Monocoupe
No. 800-D, Page's Navy Racer
No. 800-E, Fokker D-VIII
No. 800-F, Boeing P-26
No. 800-G, Vultee V-1A
No. 800-H, Cessna C-34
No. 800-I, Army Douglas O-43A
No. 800-J, S. E. 5
No. 800-K, Wiley Post's "Winnie Mae"
No. 800-L, Stinson, Model "O"

A COMPLETE SET OF FULL SCALE WORKING DRAWINGS AND INSTRUCTIONS WITH EACH KIT.

No. 100, Glider—14-inch 10c
No 400, Glider—10-inch 5c

A Stunt Glider
All Balsa.
It will Loop the Loop, Straight Glide, Barrel Roll.
You can, with practice, make it Loop the Loop and Return to Your Hand.

12" SCALE SAILING BOATS—20 Cents



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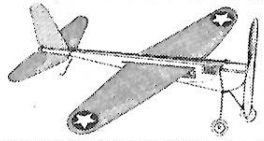
These Kits include everything to make a 12" Shelf or Sailing Model. Solid Balsa Hull—2 piece—Adjustable Ballast Metal Keel—in two parts—shaped mast and boom—wire—paint kit—cement—full size plans—with templates for shaping hull—and useful details for the model builder.

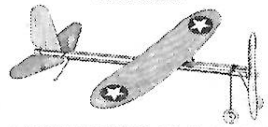
No. 500 Series
READY BUILT FLYING AIRPLANES

No. 500-A, FLYING BOEING—Retail 20 Cents



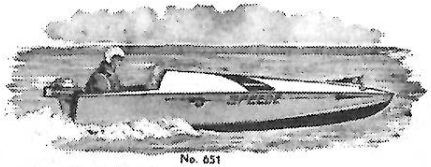
READY TO SET UP AND FLY (Ready Built)
Made of Selected Balsa Wood
Guaranteed to Fly Well—Simple Instructions.
Wing Spread 14 inches—Length 10½ inches.

No. 500-B, PAUL JONES "EAGLE"
Retail 20 Cents



A SCIENTIFIC STICK PLANE (Ready to Fly)
Simple to Assemble—Excellent Flier.
Made of Selected Balsa Wood
Guaranteed to Fly Well—Simple Instructions.
Wing Spread 14 inches—Length 15 inches.

POWER BOAT SERIES—25 Cents



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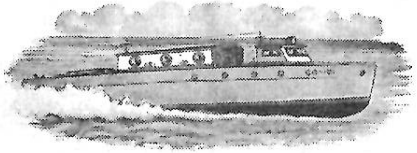

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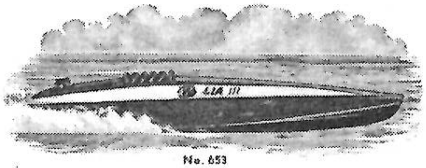


No. 653

No. 650, Paul Jones Power Boat (Assembled).
No. 651, Paul Jones Outboard Racer (Construction Set).
No. 652, Paul Jones Coast Guard Patrol Boat (Construction Set).
No. 653, Paul Jones Speed Boat (Construction Set).

Balsa Wood Hulls, 8" to 10"—Patented Steam Motor (pop-pop type)—Special Heat Pan and Rubber Bulb—Assembled Boat Complete, Construction Sets include Working Drawings and other necessary parts.

Paul Jones P-12F Dimer
INSTRUCTIONS
No. 800-A P12F

The balsa wood parts are purposely made slightly over-size to allow for smoothing; therefore, each balsa part should be sanded for lightness. Experienced builders obtain extra long flighls by extreme lightening. Use cement sparingly. Be careful in your work and take time to read and understand these instructions and the drawing thoroughly.

Start by cutting out patterns shown on right-hand side of drawing and using as templets cut out parts from one of balsa sheets. Using the wheels as patterns cut out two more wheels from the edge of the plain balsa sheet. Next slice 12 pieces of balsa, 1/16" square, from the full length of the sheet for longerons, braces, wing beams, etc.

FUSELAGE—Cement 1/16" square longerons and cross bracing, (sanded thin), together, making two body sides, shown in side view by the heavy black lines. When the glue on the sides is dried, cement formers and nose disc, "N," in proper lettered places. Cement a 1/16" square spacer at point marked "V." When dry bend the sides together toward the tail, cement two 1/16" square x 1/4" long balsa pieces between these sides at the very end, making an opening 1/8" x 5/8" for the tail plug to fit into. Also add 1/16" square cross piece at "W" and at "Z" (see the picture). The cross piece at "Z" rests on top of the body side.

Make a streamline head rest, (shaped like a cone cut in two lengthwise), using heavy writing paper, and glue this paper head rest on to the 1/16" square pieces, marked "X" on the drawing.

For most realistic appearance space equally 3 forming (fairing) strips, "E," from the nose ring, "N," back to the former "R" on top, and 3 on the bottom—two being from "N" to "U" on each side of the center. The third one, which extends from "N" to "W," is added after the lower wing is cemented in place.

Between former "R" and "S" cement cockpit cut from plain sheet, using cockpit pattern on drawing. Add celluloid windshield if desired.

Next, trim motor picture from drawing. Paste on to thin cardboard and cut the cardboard same size as the motor picture. Cut a hole in the exact center to fit the wooden nose bearing in your kit. Cement on to the nose "N."

Cut and sand tail piece from small balsa block, being careful to hold outline of lower part of rudder. Cut a piece of wire for rear rubber hook, pierce it through the tail piece, bend (see drawing) and cement in place. Cut out dummy tail wheels and cement together and in proper place on tail piece.

Split and scrape bamboo for landing gears extremely thin for lightness. Cement in correct position, checking carefully.

Cement wheel cross grain rounding with sand paper. Cement short wire axles in place so that the wheels rotate freely.

PROPELLER—Shape blades to pattern. Sand propeller very smoothly. Leave hub thick as possible. Stick propeller shaft through thrust bearing adding beads, or washers, and then slip shaft through pierced hole in propeller. Next, bend over the end of the shaft wire and cement to the propeller hub.

Tie a single loop of rubber (square knot to Boy Scouts) just long enough to reach between the propeller shaft and tail hook.

RUDDER AND ELEVATOR—Cut balsa strips W wide from the plain sheet, enough to make the straight parts. Sand the parts carefully, cement them together flat (not on the model), cover smoothly with tissue, trimming off excess with a fresh razor blade. Now cement rudder and elevator in proper position (on model).

WINGS—Sand four pieces of long 1/16" square balsa for the wing beams. Cement the wing parts together carefully on a flat table, using wax paper underneath to prevent the parts sticking to the table. Partly break the wing beams in both wings at the exact center. Support both wing tips on "dihedral" blocks at the height shown in the drawing and re-cement the broken wing beams, allowing them to dry thoroughly. The center rib is better added after the "dihedral" has been given the upper wing. This important angle helps the model to fly better.

Cover the wings on both sides as smoothly as possible with tissue. Cement the lower wing in place so that the entering edge is a little higher than the trailing edge. Now add center fairing strip to bottom of body and cover with tissue.

Attach a stiff paper ring around the motor to complete the realistic appearance.

Split and scrape extremely thin the bamboo pieces for the "N" struts between the wings. Cement together, slot tissue and cement to lower wing and cement to upper wing so that the entering edge of upper wing also has a higher angle than the trailing edge, same as the lower wing. Next, slot tissue, cement the extremely thin bamboo center section struts in place between the fuselage and upper wing.

FLYING INSTRUCTIONS—Test by gliding the model with a gentle spear-like thrust from the hand SEVERAL TIMES, studying what happens. If your Pursuit dives immediately on its nose gradually warp rear part of elevator upward. If the model "zooms" up a little and stalls before diving, bend rear of the elevator 1/16" downward, (more may spoil stability) or else cement weight at the nose of the ship until you get a smooth glide. Wind the motor and launch with a gentle push. Warp wings up on one side and down on the other, as required, to make the model bank or fly level as desired, and to prevent spin. Along with warping the wings. warp the rudder right or left. as required, to make the model bank without side slipping just like a real pilot in a big plane would do.

NOTE:--This drawing is as close to true scale of the real plane as possible for an efficient *flying* model.

Paul Jones SE-5 Dimer
INSTRUCTIONS
No. 800-J—S E. 5

In fact and fiction, the famous S. E. 5 (Sopwith Experimental No. 5) is perhaps known to more people than any other plane except the Spirit of St. Louis, so exercise extra care to get a fine replica of this famous World War plane.

Sand smoothly all balsa parts. Experienced builders may obtain longer flights by extreme lightening and extra sanding. Take time to read and understand these drawings and instructions before starting construction. Cut out the balsa strips and parts from the smoothly sanded sheets (see instructions with patterns) and you are ready to assemble the ship.

FUSELAGE—Cement 1/16" square spars and vertical bracing together, making the two body sides, using the heavy blue lines in the side view as the pattern to cut, fit and lay the pieces on for assembly. Lay wax paper over the drawing to prevent sticking parts to drawing. Pins will help hold parts in place properly while cementing. Cut 13 - 1/16" square cross pieces for top and bottom of fuselage and cement in place at stations 1 to 13 inclusive and cement the two body sides together at the tail, keeping the cross section square at all stations. Measure the lengths of these cross-pieces carefully from the top view drawing and between the body sides. Cement the rear rubber hook (shaped as shown) in place. Cement the two nose-pieces PP together. Cut a hole to fit the hard wood thrust bearing. Cement this nose squarely to the front of the body skeleton. The radiator picture may be cut from the front view drawing and cemented in place if desired. Next, cement the body formers A. B, C D in place. Note C & D are notched. Next, cement fairing strips in place, 3 from nose PP to former C, and 1 from former D to tail. Cut stiff paper cockpit cowling, using the pattern, and cement in place. A stiff paper "radiator shell" should be cemented at front. The body construction picture is to help you understand more readily what is to be done. Now cover the body carefully with tissue in sections, leaving one side of the rear section open for reaching the rear rubber hook. Note extra 1/16" square pieces on each side of rear fuselage section. A windshield of transparent material may be added if desired.

RUDDER & ELEVATOR—From long strips cut from balsa sheet, measure and cut pieces for elevator and rudder. Cement together on wax paper placed over the drawing, using parts G, I, J, K. The other corner gussets not lettered are to be cut from scrap balsa. Cover elevator on top and rudder both sides with smooth tissue. Now cement the assembled tail planes in place. The elevator halves are to be cemented to the extra 1/16" square pieces from station 12 to rear of fuselage.

Note:—Rudder is offset for proper flying. Cement parts QQ and Q in place to complete the tail surfaces (and combination tail skid).

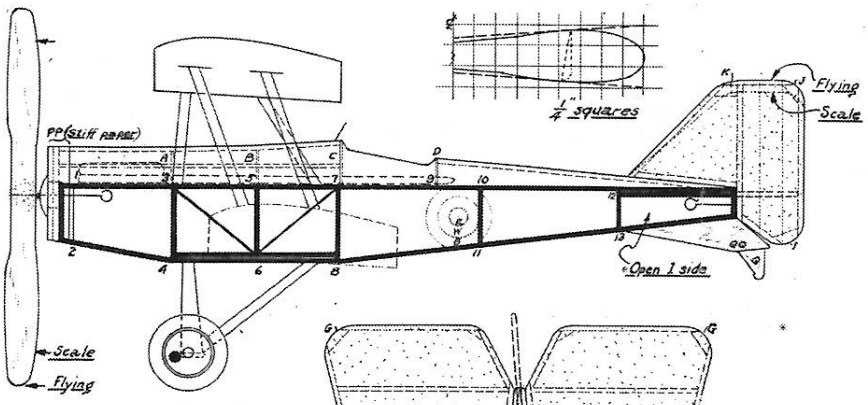
WINGS AND STRUTS —With wing parts K, F H and ribs L, M, N and spars

cut to exact shape, cement wings together over wax paper using top view as a pattern. Wings are alike except for center section. Note shape in front view. Place a block (the size of the dihedral block on the drawing) under each wing tip on a flat table while cementing the wings together to their center sections. Cover the wings smoothly, on top only for better flying. Cut and scrape bamboo pieces very thin for struts and carefully cement struts and wings in correct positions as shown on drawings, using 1/16" square balsa pieces XX to mount wing struts.

LANDING GEAR—Make the very thin bamboo landing gear struts and cement them together over the actual size pattern on the drawing. Next cement the struts to the fuselage and cement the cross axle-1/16" x 1/8" balsa—in place. Next cement the wheel discs R together cross-grain in pairs and round the corners. Pierce in the exact center with a common pin so that they rotate truly, and place a drop of cement around the pin on each side of the wheel so that when dry a bearing will be formed and prevent enlargement of the axle hole. When the cement is dry turn the pin to loosen. Mount the wheels on pin or wire axles, and cement them in place.

FLYING INSTRUCTIONS—Test by gliding the model with a gentle spear-like thrust from the hand several times, studying results. If your S. E. 5 dives immediately on its nose, gradually warp rear part of elevator upward. If the model "zooms" p a little and stalls before diving, bend rear of elevator 1/16" downward (more may spoil stability), or else cement weight at the nose of the ship until you get a smooth glide. Wind the motor and launch with a gentle push. Warp wings up on one side and down on the other, as required, to make the model bank or fly level, as desired, and to prevent spin. Along with warping the wings, warp the rudder right or left as required to make the model bank smoothly, or fly straight without side-slipping—just as a real pilot would do in a real plane. The "right" rudder control setting shown in drawing is correct for average flights. Remember, much longer flights can be made by making all parts thin, light, neat and even by using a smaller motor rubber.

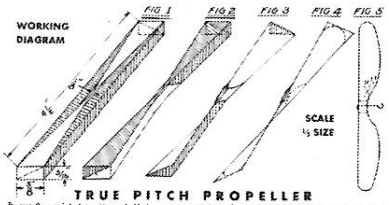
NOTE—This drawing is as close to true scale of the real S.E.-5 models as possible far an efficient flying model. Note the dotted outlines to indicate the actual scale of tail surfaces. Camouflaging may be added, if desired, but remember, paint adds weight. There are 12 PAUL JONES 10c FLYING MODELS. Have you built all of them? Watch for new numbers at your store,



FLYING SCALE MODEL
No. 800-J
S. E. 5
SCALE—FULL SIZE

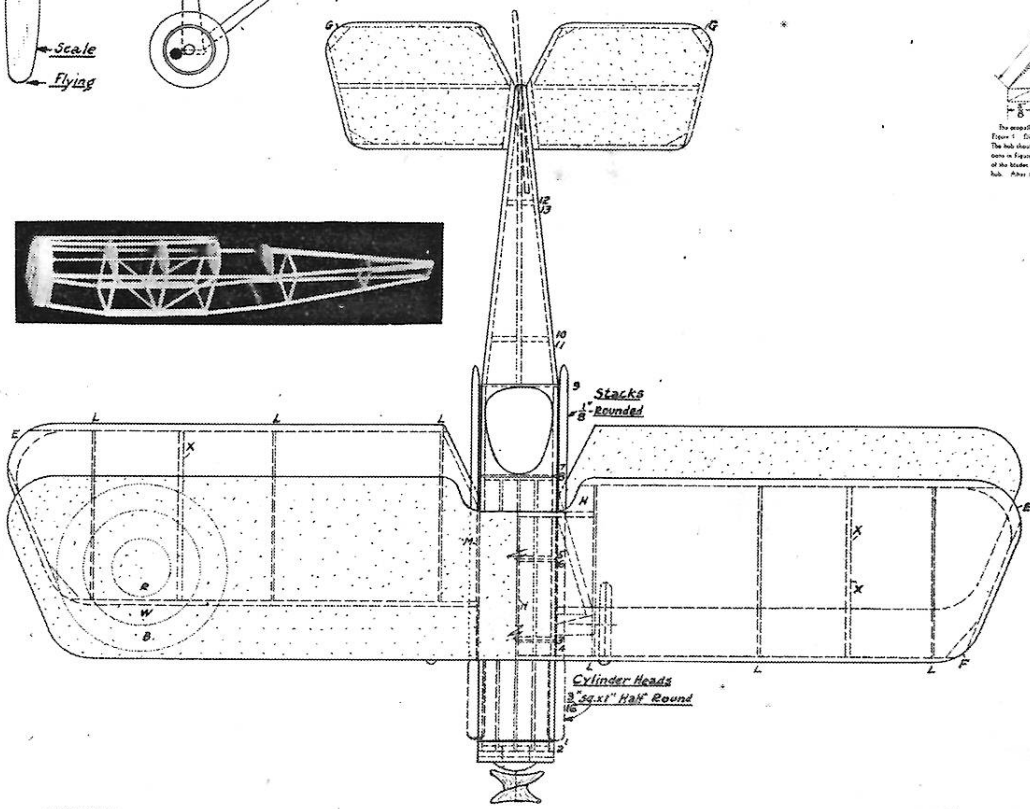
Manufactured by
PAUL JONES, Inc.
Mishawaka, Ind., U. S. A.

Design, Drawings and Instructions by
LIEUT B. P. POND,
Pioneer Model Builder
U. S. ARMY, Reserve Air Corps



TRUE PITCH PROPELLER

The propeller is made by first varnishing out the blank as shown in Figure 1. Diagonals should be marked on both sides of block. The hub should be 1 5/8" thick in the center. Cut the shaded sections in Figure 2, 3 and 4. Figures 4 and 5 show how one two of the blades are cut and also how a cut should be cut out of the hub. After the propeller has been sanded smooth and both blades are the same thickness and shape the shaft should be put through the center center and bent over with a "U" shape on the end. The glue liberally in gluing in the shaft and or glueing it around the hub as shown in Figure 5. Be sure to glue the glue to dry thoroughly. Bear in mind that the flying of a plane is largely dependent upon its propeller.



INSTRUCTIONS

No. 800-J—S. E. 5

In fact and fiction, the famous S. E. 5 (Sopwith Experimental No. 5) is perhaps known to more people than any other plane except the Spirit of St. Louis, so exercise extra care to get a fine replica of this famous World War plane.

Sand smoothly all balsa parts. Experienced builders may obtain longer flights by extreme lightening and extra sanding. Take time to read and understand these drawings and instructions before starting construction. Cut out the balsa strips and parts from the smoothly sanded sheets (see instructions with patterns) and you are ready to assemble the ship.

FUSELAGE—Cement 1/16" square spars and vertical bracing together, making the two body sides, using the heavy blue lines in the side view as the pattern to cut, fit and lay the pieces up for assembly. Lay wax paper over the drawing to prevent sticking parts to drawing. Pins will help hold parts in place properly while cementing. Cut 13—1/16" square cross pieces for top and bottom of fuselage and cement in place at stations 2 to 13 inclusive and cement the two body sides together at the tail, keeping the cross section square at all stations. Measure the lengths of these cross-pieces carefully from the top view drawing and between the body sides. Cement the rear rubber hook (shaped as shown) in place. Cement the two nose-pieces PP together. Cut a hole to fit the hard wood thrust bearing. Cement this nose squarely to the front of the body skeleton. The radiator pieces may be cut from the front view drawing and cemented in place if desired. Next, cement the body formers A, B, C & D in place. Note C & D are notched. Next, cement failing strips in place, 3 from nose PP to former C, and 1 from former D to tail. Cut stiff paper cockpit cowling, using the pattern, and cement in place. A stiff paper "radiator shell" should be cemented at front. The body construction picture is to help you understand more readily what is to be done. Now cover the body carefully with tissue in sections, leaving one side of the rear section open for reaching the the rear rubber hook. Note extra 3/16" square pieces on each side of rear fuselage section. A windshield of transparent material may be added if desired.

RUDDER & ELEVATOR—From long strips cut from balsa sheet, measure and cut pieces for elevator and rudder. Cement together on wax paper placed over the drawing, using parts G, I, J, K. The other corner gussets not lettered are to be cut from scrap balsa. Cover elevator on top and rudder both sides with smooth tissue. Now remove the assembled tail planes in place. The elevator halves are to be cemented to the extra 3/16" square pieces from station 12 to rear of fuselage.

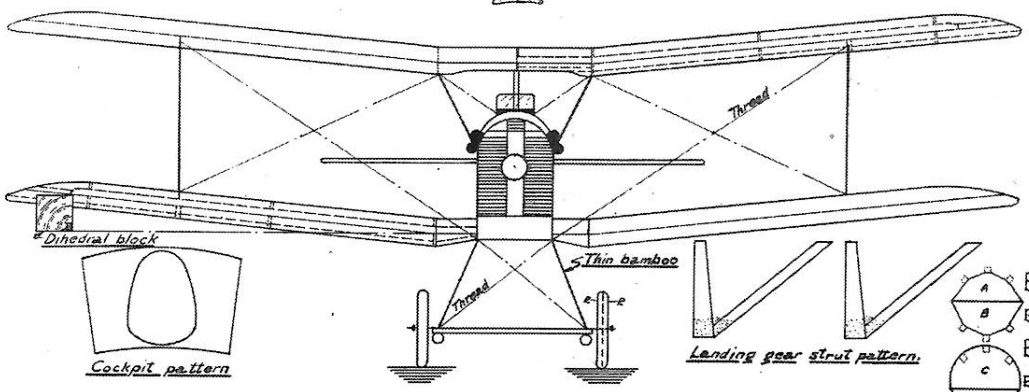
Note:—Rudder is offset for proper flying. Cement parts QQ and Q in place to complete the tail surfaces (and combination tail skid).

WINGS AND STRUTS—Make wing parts E, F & H and ribs L, M, N and spars cut to exact shape, cement wings together over wax paper using top view as a pattern. Wings are alike except for center section. Note shape in front view. Place a block (the size of the dihedral block on the drawing) under each wing tip on a flat table while cementing the wings together in their center sections. Cover the wings smoothly, on top only for better flying. Cut and scrape bamboo pieces very thin for struts and carefully cement struts and wings to correct positions as shown on drawings, using 1/16" square balsa pieces XX to secure wing struts.

LANDING GEAR—Make the very thin bamboo landing gear struts and cement them together over the actual size pattern on the drawing. Next cement the struts to the fuselage and remove the cross axle—1/16" x 1/2" balsa—in place. Next cement the wheel discs R together, cellulose or paper and cement the corners. Pierce for the exact center with a common pin so that they rotate truly, and place a drop of cement around the pin on each side of the wheel so that when dry a bearing will be formed thereon. Mount the wheels on pin or wire axles, and cement them in place.

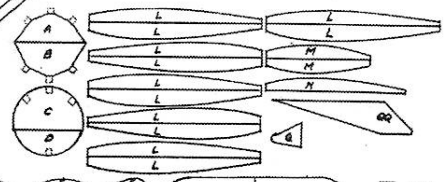
FLYING INSTRUCTIONS—Test by gliding the model with a gentle spear-like throw from the hand several times, studying results. If your S. E. 5 dives immediately on its note, gradually warp rear part of elevator upward. If the model "zooms" up a little and stalls before diving, bend rear of elevator 1/16" downward (many spoil stability), or add extra weight at the nose of the ship until you get a smooth glide. Wind the motor and launch with a gentle push. Warp wings up on one side and down on the other, as required, to make the model bank or fly level, as desired, and to prevent spin. Along with warping the wings, warp the rudder right or left as required to make the model bank smoothly, or fly straight without side slipping—just as a real pilot would do in a real plane. The "light" rudder control setting shown in drawing is correct for average flights. Remember much longer flights can be made by making all parts thin, light, neat and even by using a smaller motor rubber.

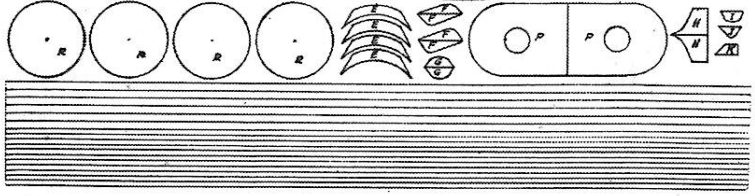
NOTE:—This drawing is as close to true scale of the real S. E. 5 models as possible for an efficient flying model. Note the dotted outlines to indicate the actual size of tail surfaces. Camouflaging may be added, if desired, but remember, paint adds weight. These are If PAUL JONES (tm) FLYING MODELS. Have you built all of them? Watch for new numbers at your store.

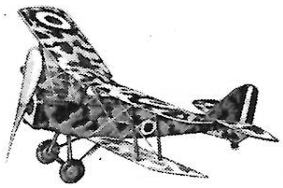


INSTRUCTIONS (With Patterns)

1. These are your patterns and cutting layouts for the S. E. 5.
2. There are two sizes of balsa sheets in your model kit. From the longer, thicker sheet cut out parts indicated by letters. The rest of the sheet is to be cut into spars. Cut 3/32" spars to lengths shown for wing beams, and one 1/8" wide piece to length shown for cross axle. The rest are to be cut 1/16" square. Use a razor blade against a ruler, or other straight edge.
3. Cut out the lettered parts from the smaller balsa sheet.
4. The letters of the parts indicate where parts go in assembling plane.
5. Arrange to cut the parts from the correct sheet so that there will be as little waste of balsa as possible. You will then be sure to have more than enough material to make all parts for your ship.
6. Remember to cut the parts with the grain of the wood running as indicated in patterns.







Hi Guys,

You saw the photo of the front end for my Vultee in the May-June 2007 issue of MAX-FAX. This thrust adjustment technique is a winner for radial engine models and offers you an easy and simple way to address the trimming procedure. Since the photo was taken I've retrofitted and retrimmed several of my models using this technique. The models don't fly any better but the trimming process was certainly easier. The Geezers "Gizmo" also does this job very well and is still the most practical method for inline engine models.

The hardware (cup point set screws and the blind nuts /T-nuts) are available from Micro Fasteners (http://www.microfasteners.com). See attachment for sizes and prices. Earth magnets are available from Easy Built models and Dave Rees.

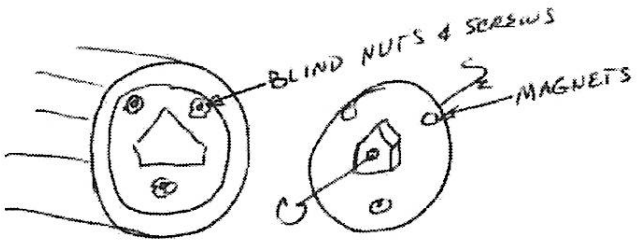
I'm using 4-40 screws but 6-32 screws also work for large models. You can trim off the flanges from the blind nuts with tin snips if necessary. Be sure to add enough cowl rings to hide the gap caused by the trim adjustments. The 4-40 screws use a 0.050 allen wrench and the 6-32 screws use a 1/16" allen wrench.

The blind nuts are located at the 2, 6 and 10 o'clock positions. Drill holes for the blind nuts and install them first (hot stuff). Put in the screws and leave them proud. You can press the nose plug assembly against the screws to mark it for the magnet locations. I use a drill bit (held in my fingers) to recess the magnets. Brad point works best but any will do. Hot stuff them in place.

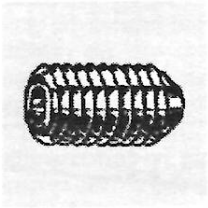
This trimming setup offers two excellent benefits. (1) Easy and accurate trim adjustments and (2) the magnets hold the nose plug assembly snugly against the screws regardless of their settings. In other words, even if the nose plug loosens (as it usually does) it will remain in place.

You may be tempted not to install the 6 o'clock screw. You really need it! It serves three purposes: (1) It's available in the unlikely event you need up thrust (2) It ensures the security to hold the nose block in position. (3) It provides a field spare in case you drop one of the others in the grass (you'd never find it).

Claude Powell

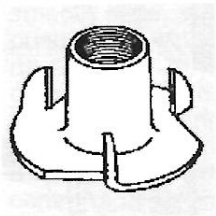


Micro Fasteners Micro Fasteners 24 Cokesbury Rd Suite 2, Lebanon, NJ 08833.
Phone: (800) 892-6917, (908) 236-8120
Fax: (908) 236-8721.



Set Screws, Cup Point - Alloy Steel

Product #	Qty Per Pkg	Size	Price
SSA0402	20	4-40 x 1/8	$ 2.15
SSA0403	20	4-40 x 3/16	$ 2.15
SSA0406	20	4-40 x 3/8	$ 2.15
SSA0408	20	4-40 x 1/2	$ 2.15

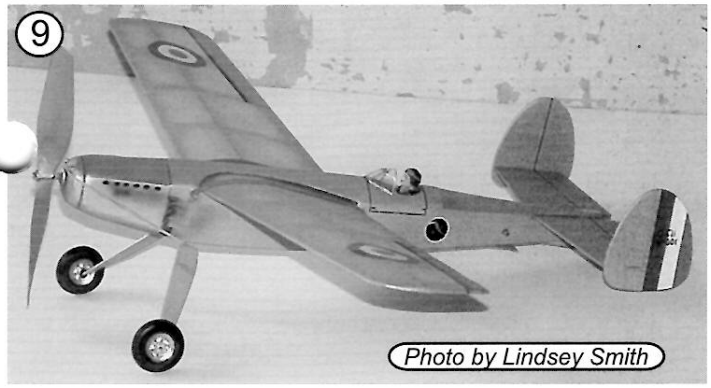


Blind Nuts - (T-Nuts)

Product #	Qty Per Pkg	Size	Price
BN0440	50	4-40	$ 4.20

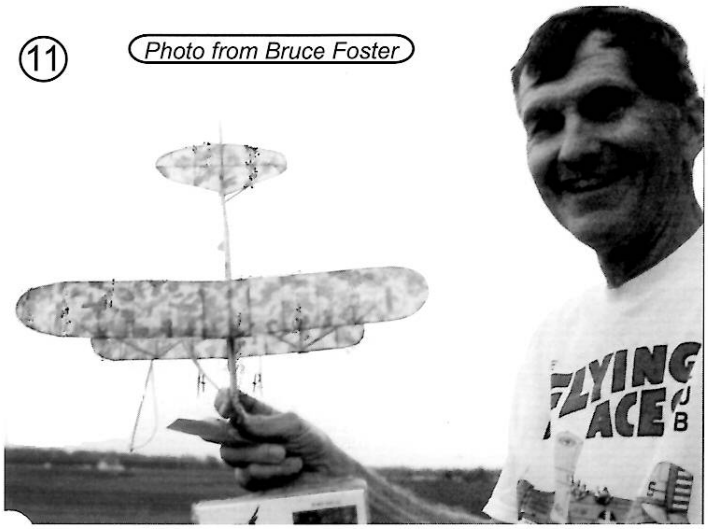
PHOTOS PAGE 19

9.Lindsey Smith turned his FROG Senior 18 inch 'Linnet' into a '30s French Fighter!
10.Another beauty from Bob Schlosberg his CO2 powered Ehling 'Request'.
11.Bruce Foster with his winning NoCal Fiat CR 42 at Ingleside.
12.A happy Bob McLellon at Ingleside with his Wildcat. OSS winner of the Earl Stahl event
13.Another happy contestant, Frank Rowsome at Ingleside with his Judy
14.Don Srull's FF now electric Missel Thrush striking a pose.
15.Ed Pelatowski is going FF electric ducted fan with Is Salamander. Stew provided the power system.
16.Another view of the engine nacelle on Ed's Salamander.
17.See what we baseball fans missed by not going to the Ingleside Contest. Bruce Foster sent this pic of a statue honoring the Suddlersville 'Slugger' Jimmy Fox of the Philly Athletics. It is just few miles north of Higg's Brothers Farm.



9 Photo by Lindsey Smith

10 Photo by Bob Schlosberg

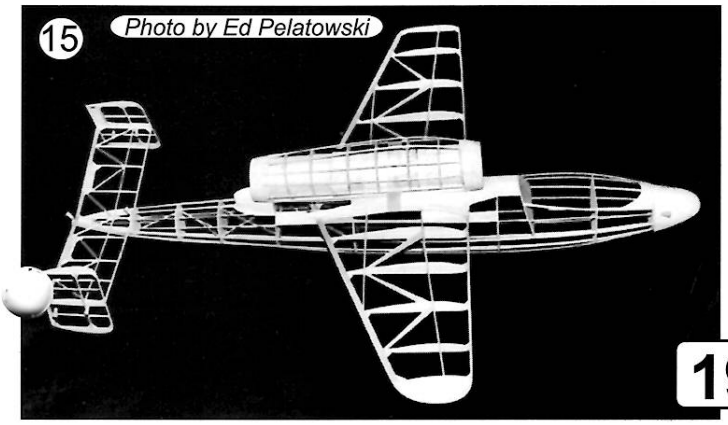


11 Photo from Bruce Foster

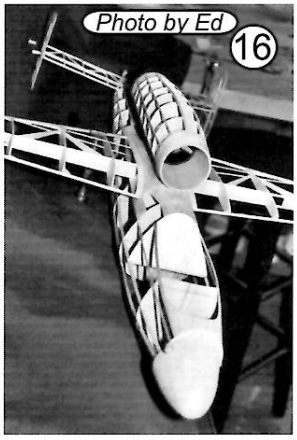
12 Photo by Bruce Foster

13 Photo by Bruce Foster

14 Photo by Don Srull



15 Photo by Ed Pelatowski



16 Photo by Ed

17 Photo by Bruce Foster

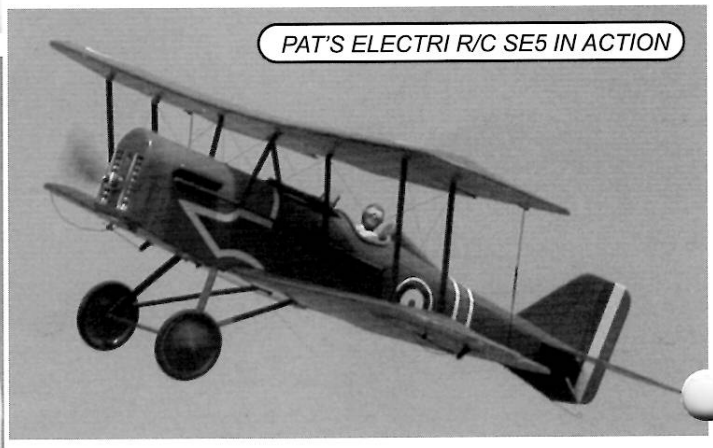
MAXFAX JULY/AUGUST 2007

ALL PHOTOS BY PAT DAILY AND DAN DRISCOLL FROM A RECENT SATURDAY FLYING SESSION AT 'SHANGRI-LA SOUTH'

OUR EDITOR STEW WITH HIS FF DIME SCALE CURTISS

DON WITH HIS WELL CAMPAIGNED FF DORNIER

OUR SECRETARY DAVE WITH HIS FF 'EARL STAHL' NAVION



PAT'S ELECTRI R/C SE5 IN ACTION

DAVE AGAIN WITH HIS ELECTRIC R/C TRIPE

DAVE'S SOPWITH TRIPE IN ACTION

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.

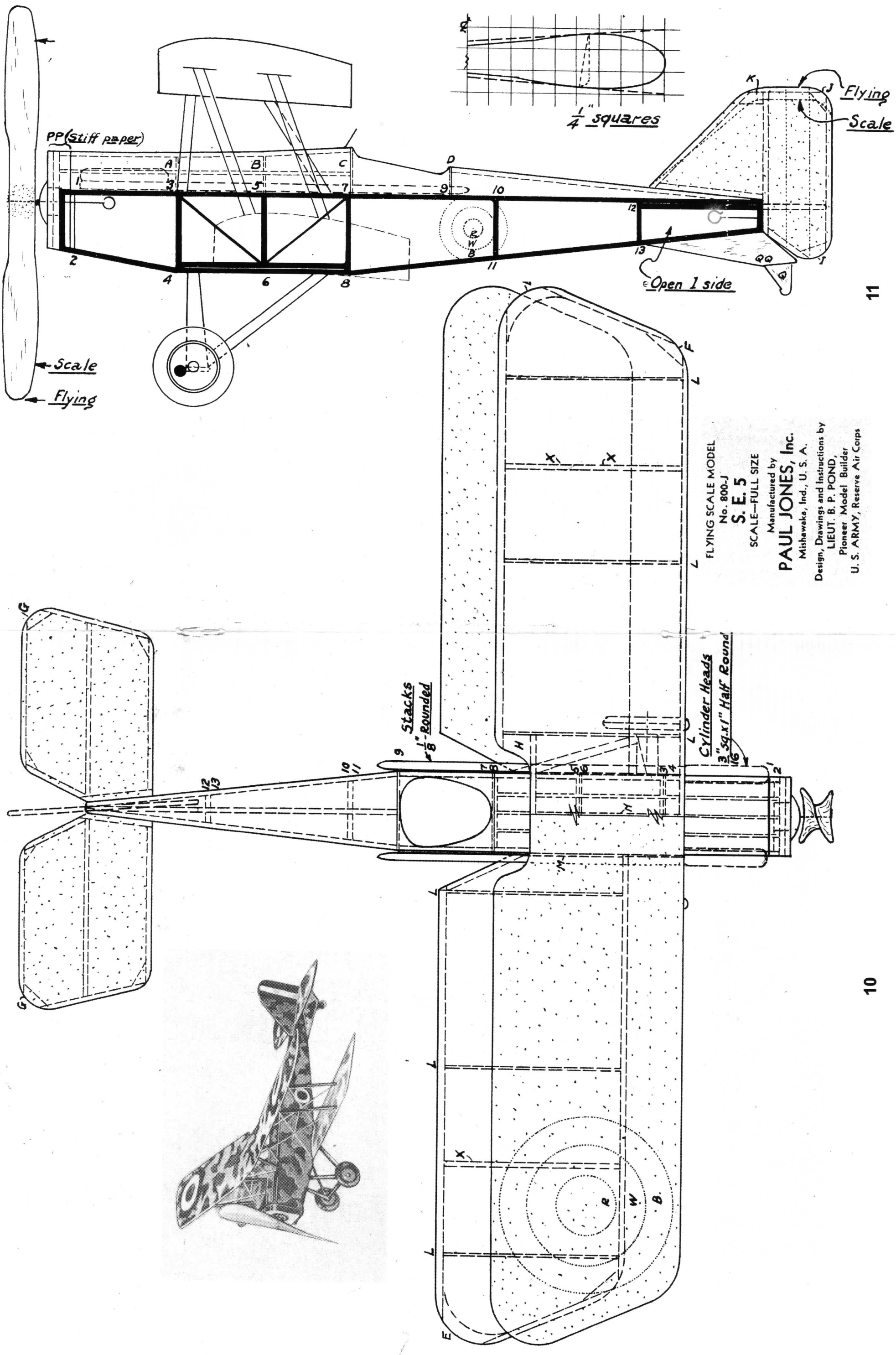
PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

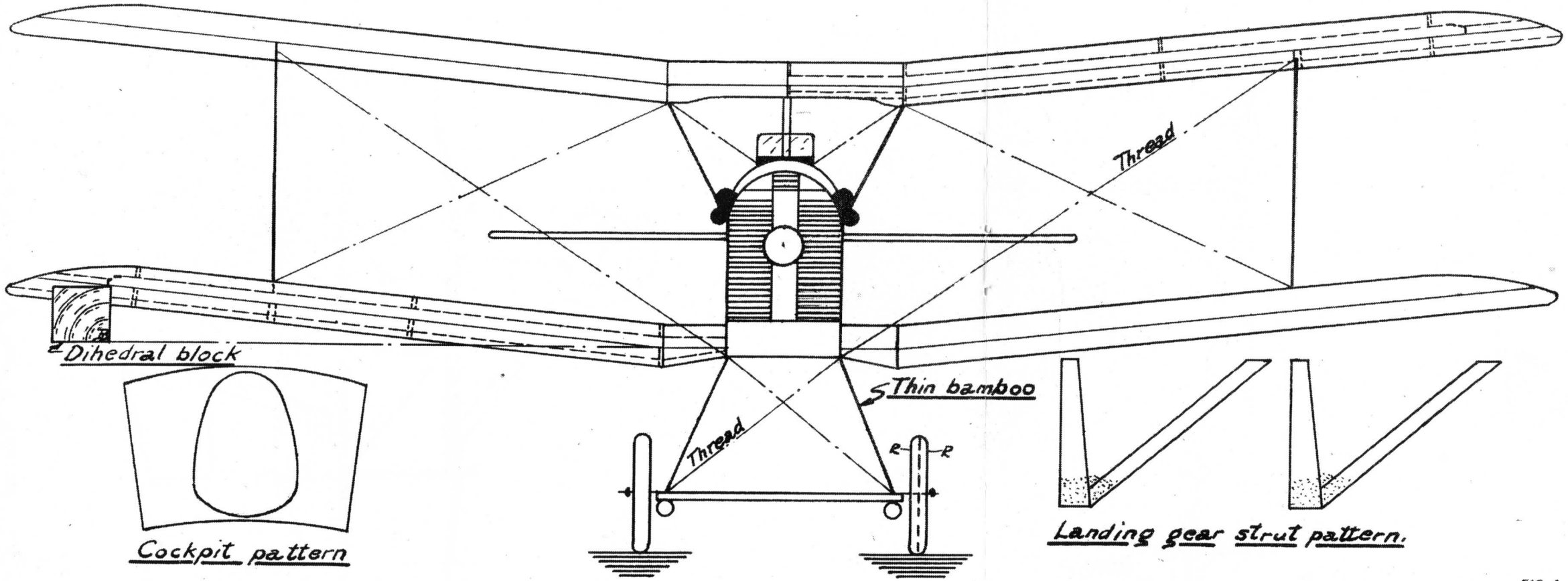
CONTACTS - Material for the newsletter and membership questions should be addressed to Stew Meyers phone 301-365-1749. Email gets immediate attention. *stew.meyers@erols.com*

Maxecuter web site: http://www.dcmaxecuter.org

Your DUES are due

PAUL JONES MODEL AIRPLANES





TESTED & APPROVED BY
JUNIOR BIRDMEN OF AMERICA INSTITUTE
SERIAL NO. 16

FLYING SCALE MODEL
No. 800-J

S. E. 5

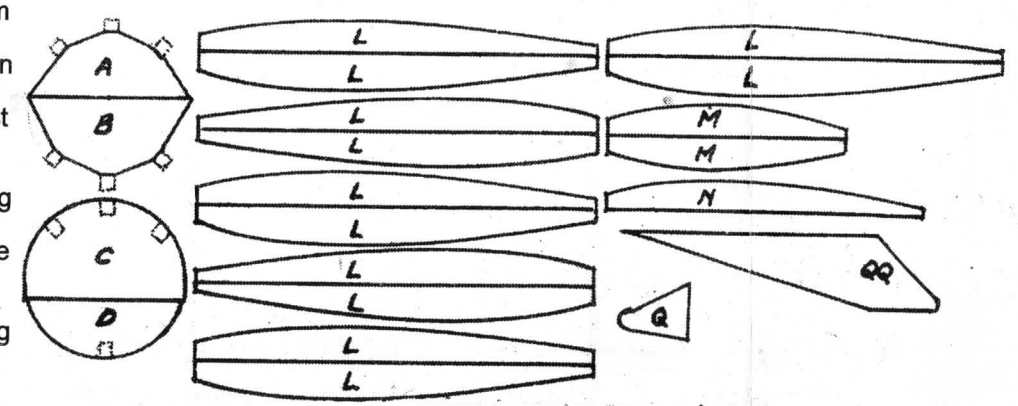
SCALE—FULL SIZE

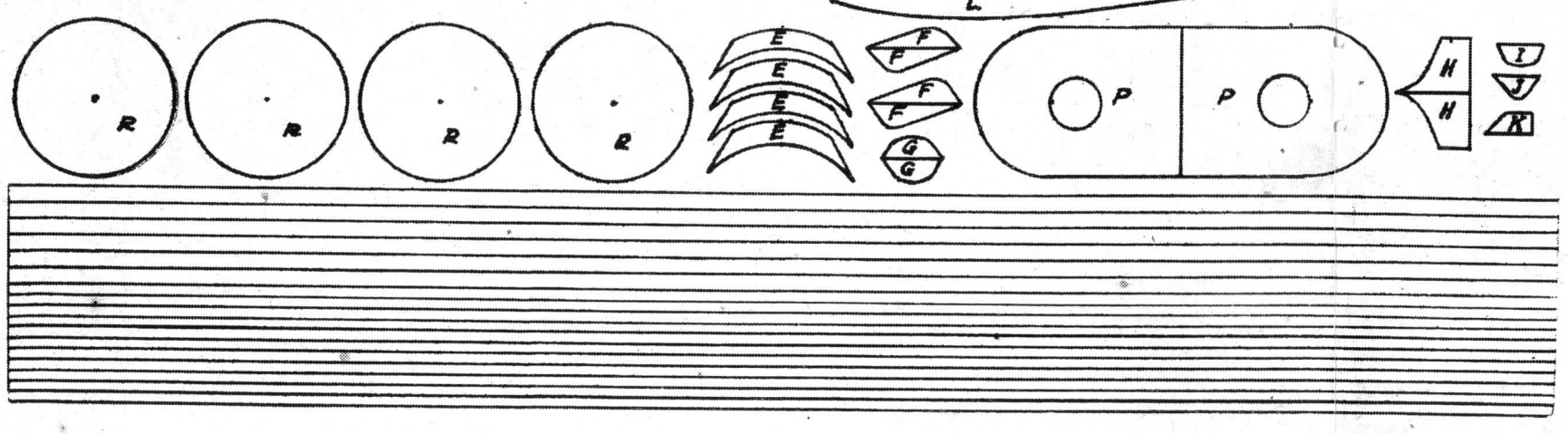
Manufactured by
PAUL JONES, Inc.
Mishawaka, Ind., U. S. A.

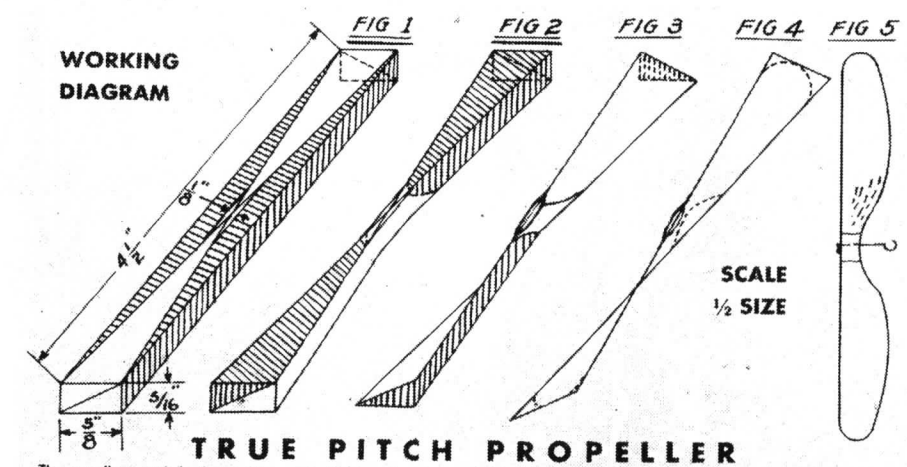
Design, Drawings and Instructions by
LIEUT. B. P. POND,
Pioneer Model Builder
U. S. ARMY, Reserve Air Corps

INSTRUCTIONS (With Patterns)

1. These are your patterns and cutting layouts for the S. E. 5.
2. There are two sizes of balsa sheets in your model kit. From the longer, thicker sheet cut out parts indicated by letters. The rest of the sheet is to be cut into spars. Cut 3/32" spars to lengths shown for wing beams, and one 1/8" wide piece to length shown for cross axle. The rest are to be cut 1/16" square. Use a razor blade against a ruler, or other straight edge.
3. Cut out the lettered parts from the smaller balsa sheet.
4. The letters of the parts indicate where parts go in assembling plane.
5. Arrange to cut the parts from the correct sheet so that there will be as little waste of balsa as possible. You will then be sure to have more than enough material to make all parts for your ship.
6. Remember to cut the parts with the grain of the wood running as indicated in patterns.

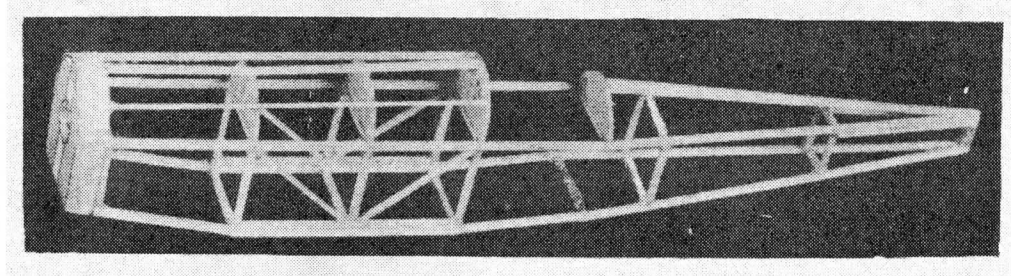




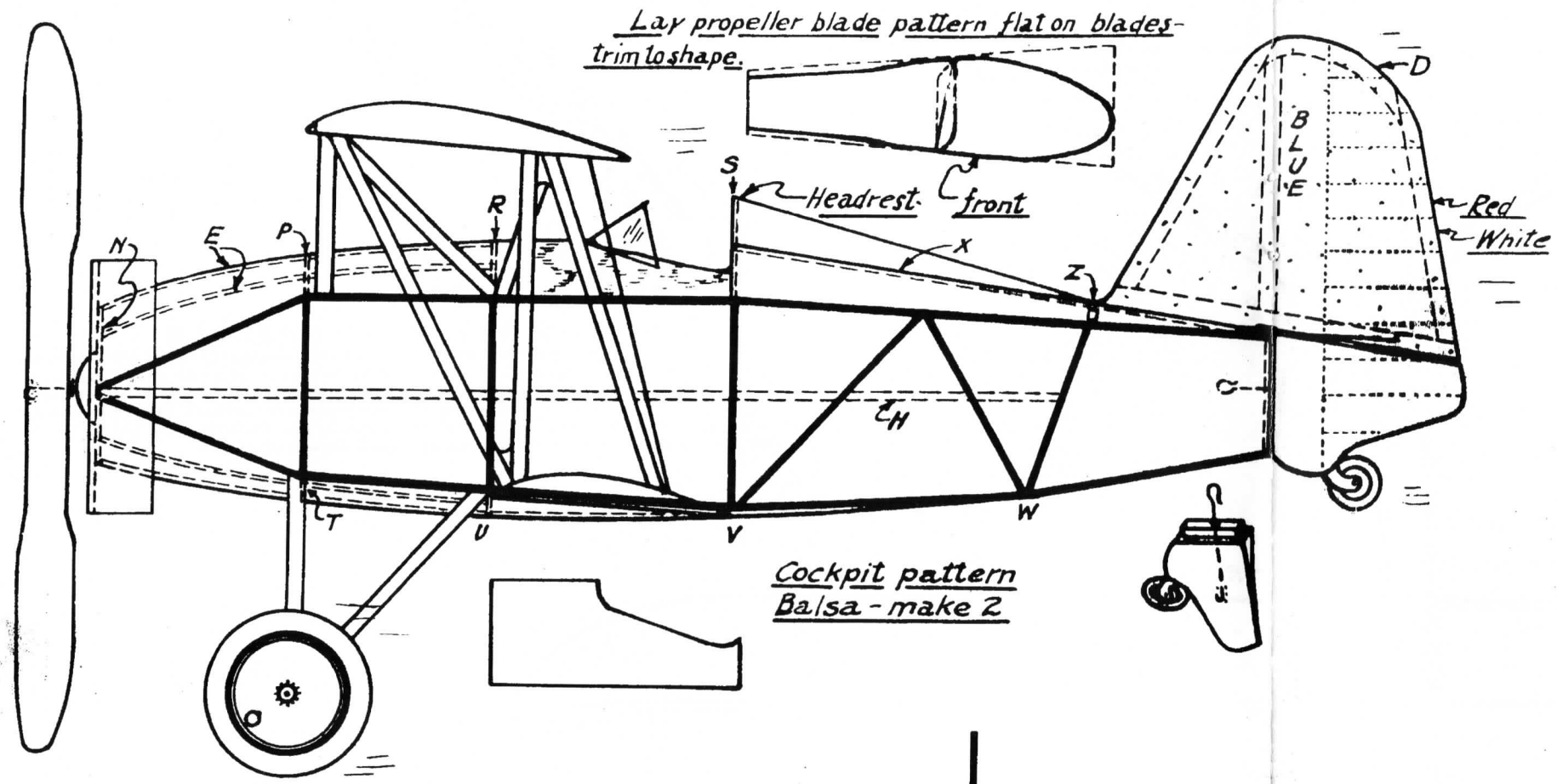


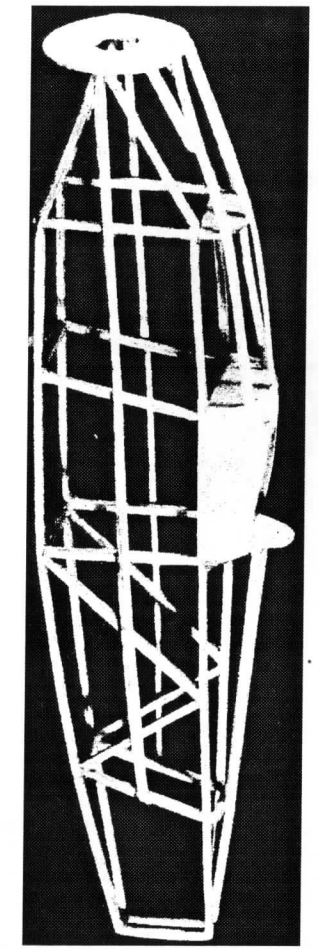
TRUE PITCH PROPELLER

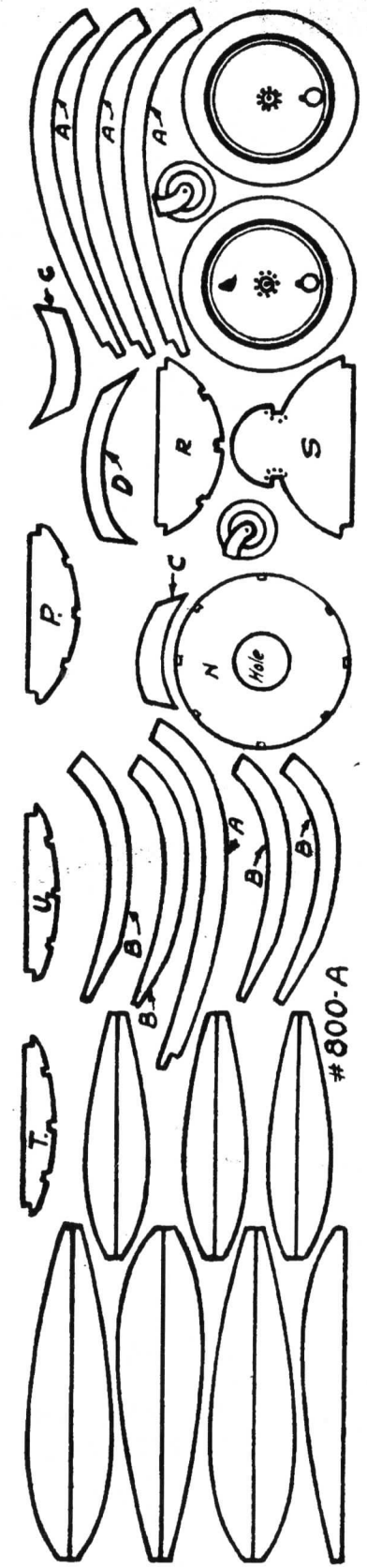
The propeller is made by first marking out the block as shown in Figure 1. Diagonals should be marked on both sides of block. The hub should be 1 8" thick in the center. Cut the shaded sections in Figures 2, 3 and 4. Figures 4 and 5 show how the tips of the blades are cut and also how a cup shape is cut out of the hub. After the propeller has been sanded smooth and both blades are the same thickness and shape the shaft should be put through the exact center and bent over with a "U" shape on the end. Use glue liberally in gluing in the shaft and in placing it around the hub as shown in Figure 5. Be sure to allow the glue to dry thoroughly. Bear in mind that the flying of a plane is largely dependent upon its propeller.

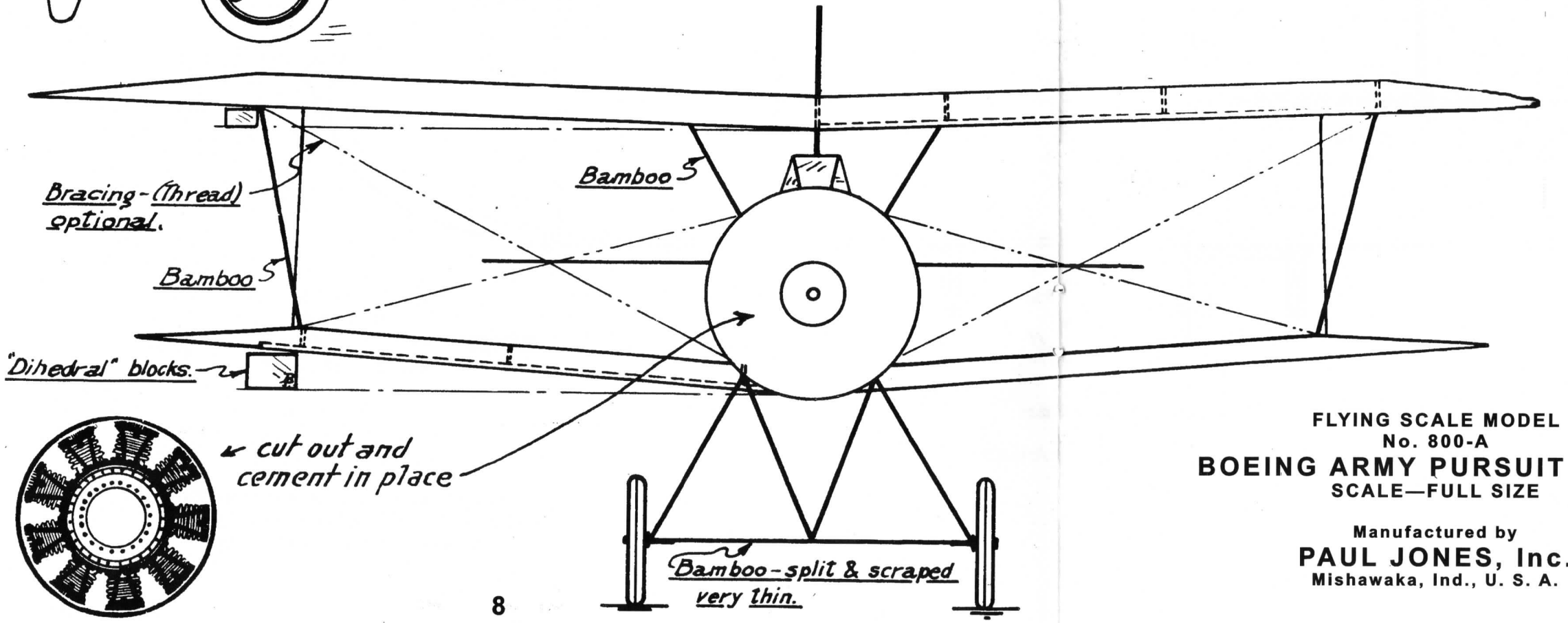


PAUL JONES MODEL AIRPLANES



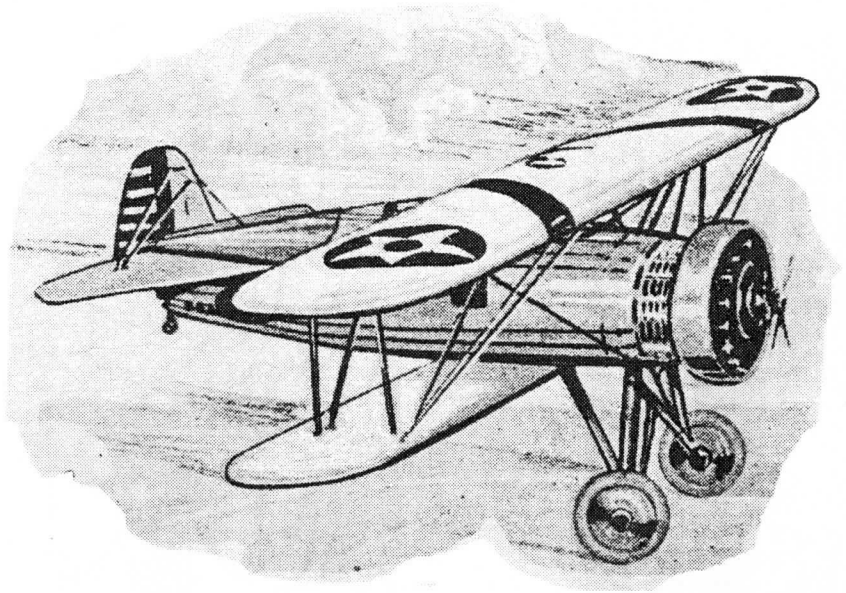


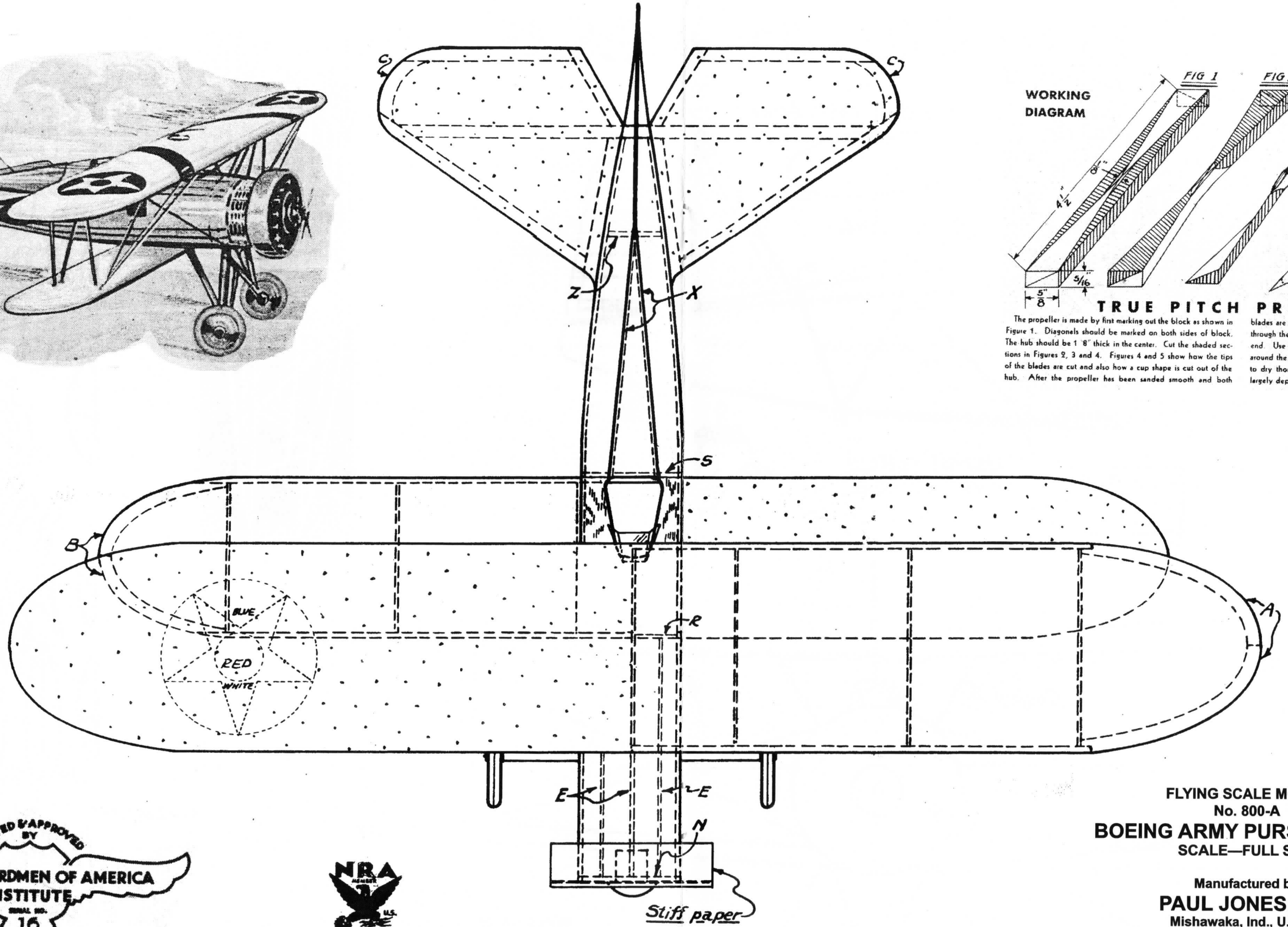


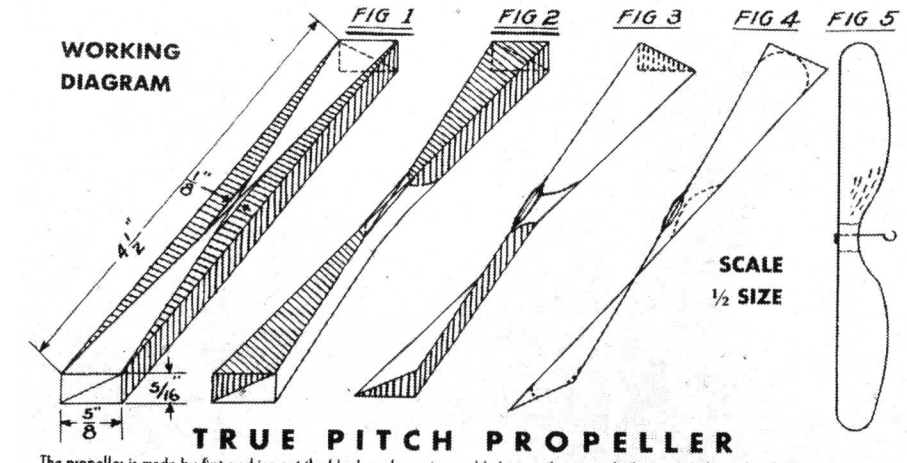


FLYING SCALE MODEL
No. 800-A
BOEING ARMY PURSUIT P-12-F
SCALE—FULL SIZE

Manufactured by
PAUL JONES, Inc.
Mishawaka, Ind., U. S. A.







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TESTED & APPROVED BY
JUNIOR BIRDMEN OF AMERICA INSTITUTE
SERIAL NO. 16

NRA MEMBER U.S. WE DO OUR PART

FLYING SCALE MODEL
No. 800-A

BOEING ARMY PURSUIT P-12-F

SCALE—FULL SIZE

Manufactured by

PAUL JONES, Inc.

Mishawaka, Ind., U. S. A.

Design, Drawings and Instructions by
LIEUT. B. P. POND—Pioneer Model Builder
U. S. ARMY, Reserve Air Corps