

MAX FAX



Journal of the D. C. Maxecuters

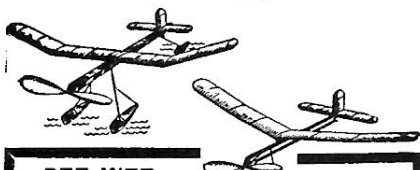
... home of the dreaded POTOMAC PURSUIT SQUADRON of the Flying Aces

Editor: Stew Meyers

MARCH - APRIL 2008

3 NEW ALL Balsa
THROW GLIDER KITS!

SUPREME Kits



PEE-WEE

R.O.W. A real hydro ship! Easy to build, a great flyer. At dealers, 25c.

WHIPPERSNAPPER

R.O.G. Another fine kit for a barrel of fun. Quickly assembled. At dealers, 25c.

YARDBIRD.

R.O.G.

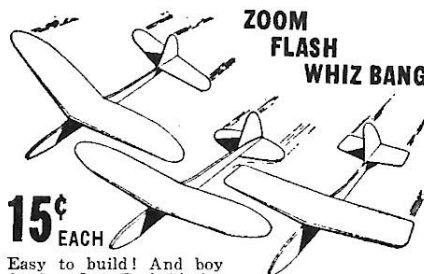
The biggest 15c worth of fun in years! Build in a jiffy and watch it climb.

15c SOLID MODELS

Lockheed Lodestar C-65	Bell Airacomet P-59
Lockheed Lightning P-38	Bell Airacobra P-39
Martin Marauder B-26	Boeing Flying Fortress B-17
Consolidated Liberator B-24	Superfortress B-29
Taylorcraft	Vought Corsair
Northrop Black Widow P-61	Cessna Bobcat

FREE DESCRIPTIVE LITERATURE. Send 3c stamp to cover cost of mailing.

Steve PATTI Co.
823 S. Second St. Dept. MA Milwaukee 4, Wis.



15¢
EACH

Easy to build! And boy do they fly! Each kit includes full size plans, sandpaper, and clay. Designed for real fun and complete enjoyment. 15c each at dealers.

FLYIN' FOOLS! ALL Balsa

In order shown:

BREEZY

TRAVELER

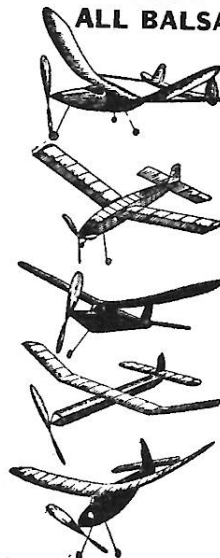
FLYING STAR

THERMAL
BAGGER

ELECTRON

Get all FIVE of these Supreme Kits. More minutes aloft! More enjoyment. Perfect landings and takeoffs. Designed to fly and fly! All kits easy to build. 26" to 28" wing span. At dealers, each 35c.

NEW! WEASEL 15c



COMING ATTRACTIONS

MAY 17, 2008 SATURDAY

KUDZU SPRING CONTEST FAYETTEVILLE, NC.

CD: John Diebolt (919) 467-1025 jdiebolt@mindspring.com

CHECK OUT FLYER AT WWW.DCMAXECUTER.ORG

JULY 17, 18, & 19 2008 THURSDAY, FRIDAY, AND SATURDAY

THE BIG ONE -----FAC NATS GENESEO, NY

MONDAYS INDOOR FLYING AT THE BAUER CENTER 12:45 TO 2:30 PM

THURSDAYS INDOOR FLYING AT THE GOODHOPE REC. CENTER 7:05 TO 9:00 PM

CHECK THE WEBSITE WWW.DCMAXECUTER.ORG FOR DIRECTIONS AND DEATILS.



Photo by Bob Schlosberg



Photo by Bob Schlosberg

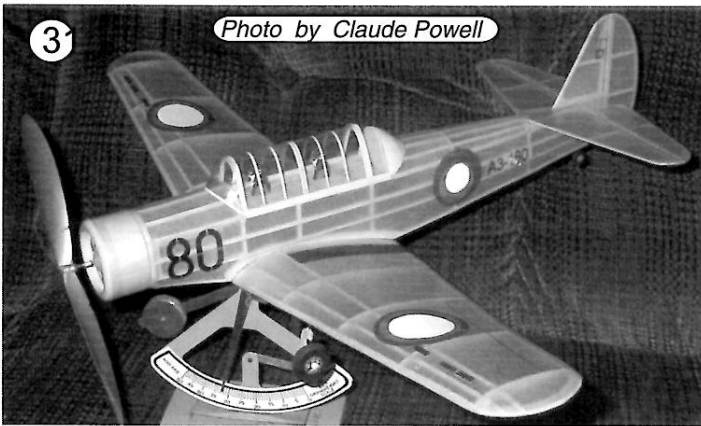


Photo by Claude Powell



Photo by Allan Schanzle



Photo by Lindsey Smith



Photo by Tom Hallman



Photo by Mark Fineman



Photo by Tom Hallman



Photo by Mark Fineman

SUPREME MODELS ISSUE

Dan Driscoll

About 15 years ago, I was thumbing through some old Model Airplane News when I spotted an ad for a neat looking small stick model in the June 1941 issue. It was the Thermal Bagger by Supreme Models, and it looked to be a good prospect for FAC Old Time Stick. It was 28" and appeared simple to build, with a straight square fuselage and a constant chord wing. I ordered the plan from John Pond.

PG. 2 PHOTOS

1. Bob Schlosberg's Fairchild 24W/R40, a 21 " rubber job from a modified Modernistic plan.
2. Bob's Fairchild before dressing.
3. From Claude Powell: "Hi Guys, My latest, a low wing military trainer. It's a Commonwealth CA-6 "Wackett". It's Australian and the plan is from Derek Buckmasters "all Australian plans" website. It has a 20" ws giving 60 sq" of wing area. The all up weight is 32 grams as you see it (without rubber) and is very slightly nose heavy. Pray for warm weather."
4. The 'Bathtub' Command-aire, the newest model from Allan Schanzle's shop after much research -- see his article in a recent 'Skyways' www.skywaysjournal.org
5. And from Lindsey Smith: "Here is my latest, no the name is not wrong, it is one of the four 'Veron Combi' kits which shared the same wing and tail surfaces and printwood, but differed in layout. This was the low wing , the others were high, shoulder and mid. SAM 1066 is having a league comp for all four designs competing against each other during this season. All four plans are downloadable on Mike Stewart's web pages. I am probably the only person who will enter the Corsair, but I fell in love with it! Regards Lindsey"
6. and 7. Tom Hallman sent these photos of his 38" Junkers J.1 biplane based on John Houck's plan from an early 90s Max Fax. With a span of 38" she came in at 70 grams, using an 11.5" prop.
8. and 9. Mark Fineman's electric-powered Twin Ercoupe. "The wiring proved to be a particular challenge because a 2-cell battery pack had to go into each fuselage and then be hooked up in parallel with the Rees timer and jack. The 30" model is based on the 24" Comet plan. In the end, most of the structure was altered from the Comet design, including a totally new one-piece wing that mates with saddles in both fuselages, as well as totally new tail surfaces and drastically altered formers."

The plan arrived, and indeed it looked simple enough, but the airfoil wasn't clearly shown. I set the plan aside intending to do a little further checking to determine the correct wing rib shape. Then about 5 years ago, I saw a kit for the Thermal Bagger on ebay and purchased it for \$12.00. I later acquired several more Supreme Model kits.

The Thermal Bagger was designed by Tony Italiano. Tony is still an active modeler with the Bong Eagles in Wisconsin, and I spoke with him in March. He is also a past president of the National Freeflight Society (NFFS), member of the NFFS Hall of Fame, and is one of the people responsible for the U.S. Indoor Championships (USIC) at Johnson City, TN. (See Tony's biography at <http://www.modelaircraft.org/museum/bio/italiano.pdf>)

Tony and his younger brother Victor, an accountant, founded Supreme Models around 1940, and produced four rubber-powered kits. Two of these kits, the Thermal Bagger and the Electron (also designed by Tony) are reproduced full size in this issue. Tony sent us a copy of one of their original advertising fliers, and it is also reproduced here.

During World War II, both brothers entered the military. Victor went into the Army, and Tony served as an Army Air Force transport pilot in the Pacific. Supreme Models was sold to Steve Patti in 1943. I was unable to find anything about Steve Patti, and the subsequent history of Supreme Models was traced by ads in Model Airplane News and Air Trails.

Steve Patti Co./Supreme Models introduced a line of futuristic automobile kits in 1943, followed by solid aircraft models and small flying models in 1944. A small gas model, the Little Chief, was introduced in 1946, a line of undistinguished flying scale models was produced in the early 1950's, and then the company disappeared. The Weasel, reproduced full size in this issue, probably dates from the late 1940's.

Back to the Thermal Bagger. I built one in 2003 with a finished weight of 38 grams, and it has some problems. The ads and the plan state that the wingspan is 28" - it isn't, it's 24" measured on the plan. A comparison of the plan with the photo in the 1941 MAN ad appears to show 5 more wing ribs in the photo than on the plan. Apparently, the wing got shortened when the kit was produced. Also, the right wing is slightly longer than the left, and the wingtips are not identical. (Tony had no recollection of these oddities.)

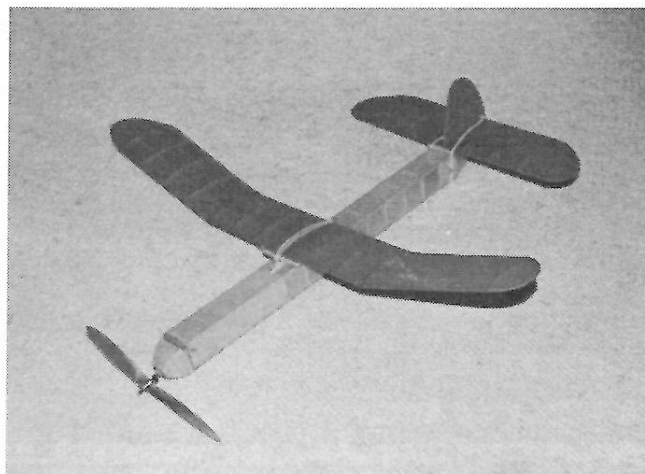
I have had moderate success with the model in competition - its best finish was third in Old Time Stick at the 2005 FAC Non-Nats. A problem seems to be prop size. The plan does not show a prop, but a 12" prop is specified. FAC rules state, "Propeller diameter must be as per plan or not more than 1/3 of the wing span." This means that you must use either a 12" or 8" (or less) prop for this model, and the rule doesn't appear to allow any prop size between the 12" and the 8". I tried a low pitch 12" prop with various motors and had little success. I have been using an 8" plastic prop with 150 inches of 3/16 Tan Supersport in two loops and 1900 turns. The model is very fast and erratic, and I'm sure a larger prop (maybe 9 1/2") would improve performance, but then it wouldn't be eligible for FAC competition. But really, if you want to be competitive in O.T. Stick, forget the Thermal Bagger and build a Gollywock.

As for the Electron, with 26" wingspan and lightweight construction, it appears to be a good possibility for the new FAC 2 Bit Plus One Old Time Rubber event.

SUPREME MODELS ISSUE

Stew Meyers editor

Dan Driscoll has supplied all the Supreme material for this issue except for the SE5 and D8 that Ray Rakow picked up in Michigan years ago. As usual Tom Schmitt supplied the photo pages. The tip on rolling fuselage tubes comes from George White via his web page www.pensacolafreeflight.org. Click on the articles list. Lots of good poop here. While we are on the subject of web sites remember the Maxecuter web site is www.dcmmaxecuter.org and my email address has been changed to stew.meyers@comcast.net.



DAN'S THERMAL BAGGER

National Building Museum – March 9, 2008

We had 28 registered flyers for freeflight, the most flyers we have had in several years including some new faces. We also had a significant, number of flyers for RC at the other end of the hall.

As usual, Steve Fujikawa was Grand Champ.

14g. Bostonian ML (10 entrants)		
1	Dave Mitchell	Zaptonian
2	Ross Summers	Bostard
3	Hugh Smith	?

P-Nut Scale ML (14 entrants)		
1	Dan Driscoll	OH-7
2	Bobby Russell	Ganagobie
3	Steve Fujikawa	Lacey

Phantom Flash ML (11 entrants)		
1	Terry Slattery	-
2	Bob Bissett	-
3	Mike Moskow	-

WW II No-Cal ML (12 entrants)		
1	Steve Fujikawa	Dauntless
2	Frank Rowsome	Kate
3	Doug Griggs	Zero

Dime Scale ML (6 entrants)		
1	Steve Fujikawa	Bristol Brownie
2	Bob Bissett	Eindecker
3	John Murphy	Stinson 105

Helicopter ML (3 entrants)		
1	Terry Slattery	Unicopter
2	Sharon Appling	Aerosp.
3	Dan Driscoll	Seasprite

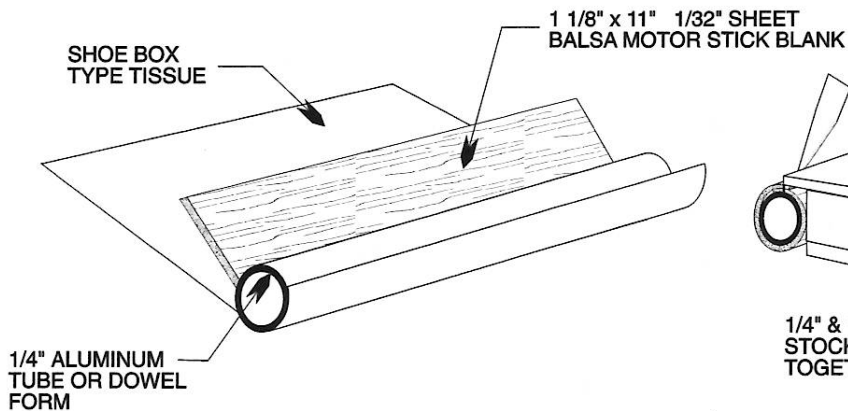
Pennyplane (3 entrants)		
1	John Appling	4:17
2	Frank Rowsome	2:46
3	John Murphy	2:35

Ready-to-Fly (3 entrants)		
1	Terry Slattery	Butterfly (3:00)
2	Sharon Appling	Firefly (2:37)
3	Lydia Schlitzhus	Butterfly (2:16)

A-6 (3 entrants)		
1	John Murphy	2:20
2	Glen Simperts	2:10
3	Hugh Smith	1:19

FAC No-Cal Profile Scale (4 entrants)		
1	Steve Fujikawa	Cassutt (462 sec.)
2	Dave Mitchell	Cessna (427 sec.)
3	Frank Rowsome	Kate (265 sec.)

ROLLED BALSA TUBE MOTOR STICK DETAILS



1. HOLD THE MOTOR STICK BLANK UNDER HOT RUNNING WATER FOR SEVERAL MINUTES.

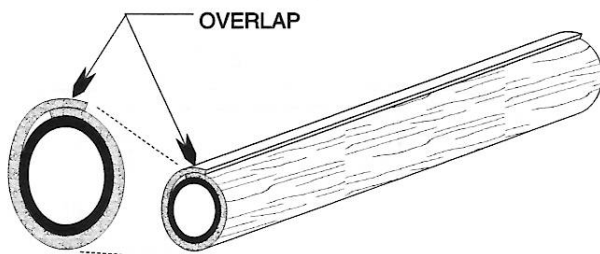
2. MAKE ONE WRAP AROUND THE FORM WITH THE TISSUE.

3. PLACE THE WET BLANK BETWEEN THE TISSUE AND THE FORM AS SHOWN.

4. ROLL THE FORM ON TO THE TISSUE CAPTURING THE BALSA BLANK AS YOU GO. ROLL THE ASSEMBLY UNTIL 5 OR 6 WRAPS OF TISSUE HAVE OCCURRED.

5. HOLD THE ASSEMBLY TOGETHER WITH BANDS OF MASKING TAPE PLACED ABOUT 2" APART.

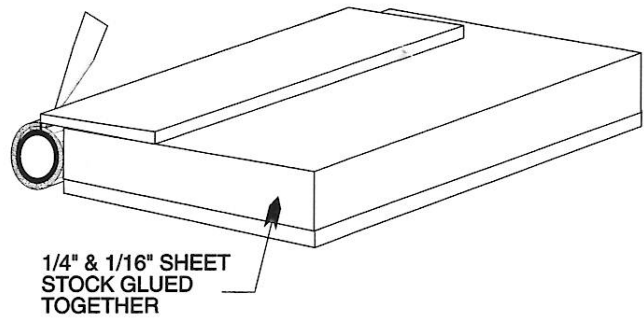
6. LET THE ASSEMBLY DRY OVER NIGHT, OR BAKE FOR 15 MIN IN AN OVEN ON LOW HEAT.



7. AFTER THE ASSEMBLY IS DRY, REMOVE THE MASKING TAPE AND THE TISSUE PAPER. YOU MAY NEED TO SLIDE THE FORM OUT OF PLACE TO BE SURE ALL TISSUE PAPER IS REMOVED.

8. THERE SHOULD BE AN OVERLAP WHERE THE EDGES OF THE BALSA BLANK COME TOGETHER.

9. SLIDE THE FORM BACK IN TO THE ASSEMBLY.



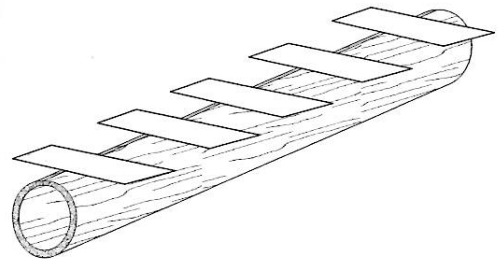
10. MAKE UP A TRIM SUPPORT BASE FROM PIECES OF 1/4" AND 1/16" STOCK AS SHOWN.

11. USING MASKING TAPE, ATTACH THE MOTOR STICK AND FORM UNIT TO THE SUPPORT BASE. THE OVERLAP SHOULD BE FACING UP AS SHOWN.

12. LAY A STRAIGHT EDGE ON THE MOTOR STICK AND SUPPORT BASE AS SHOWN. MAKE SURE THE CUTTING GUIDE EDGE IS PARALLEL WITH THE UNIT, AND CENTERED IN THE OVERLAP AREA.

13. CUT THROUGH BOTH LAYERS OF THE OVERLAP ALONG THE STRAIGHT EDGE.

14. AFTER THE CUT IS MADE, REMOVE THE MASKING TAPE AND THE TWO STRIPS OF SCRAP MATERIAL.

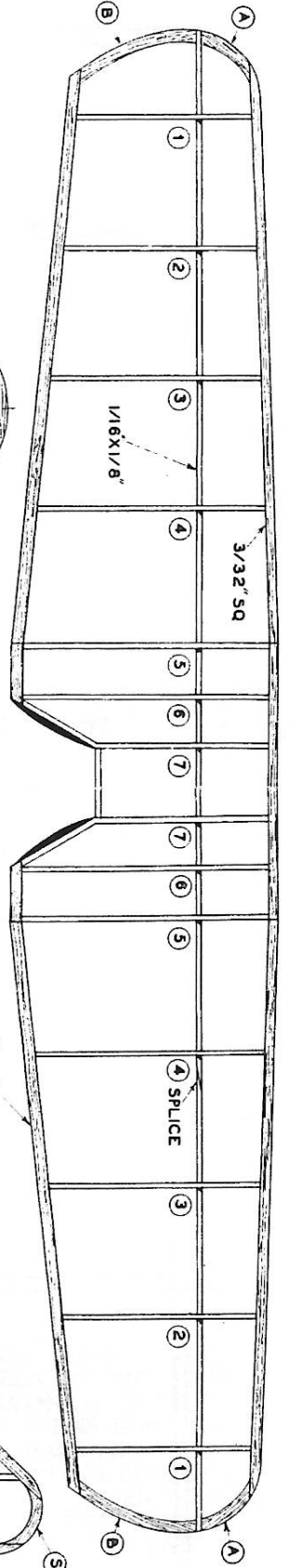


15. WITH THE FORM IN PLACE, USE 1/4" WIDE STRIPS OF MASKING TAPE TO "CLAMP" THE JOINT TOGETHER. MAKE SURE THE JOINT IS STRAIGHT.

16. SLIDE THE FORM OUT OF THE BALSA TUBE.

17. WICK CA ADHESIVE INTO THE JOINT BETWEEN THE TAPE STRIPS. A SMALL AMOUNT WILL COVER A LOT OF AREA.

18. WHEN THE CA HAS FULLY SET UP, REMOVE THE TAPE STRIPS. LIGHTLY SAND.



BUILDING A FOKKER D-8

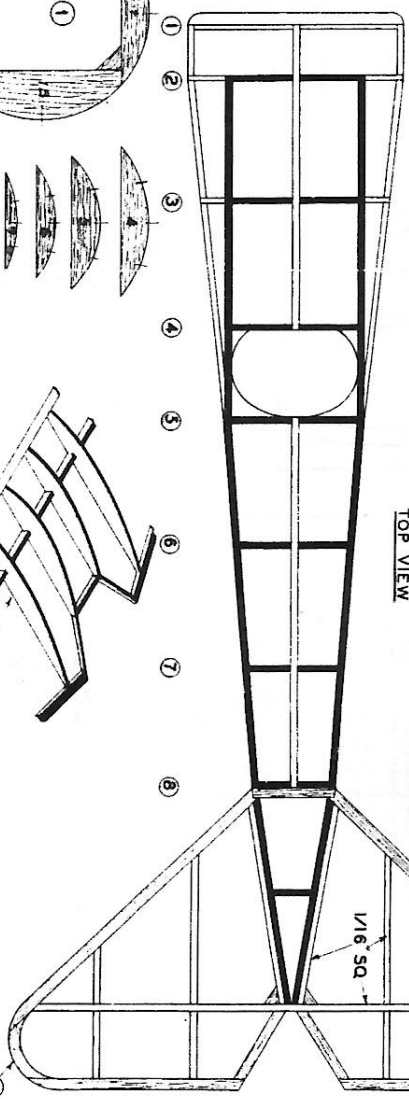
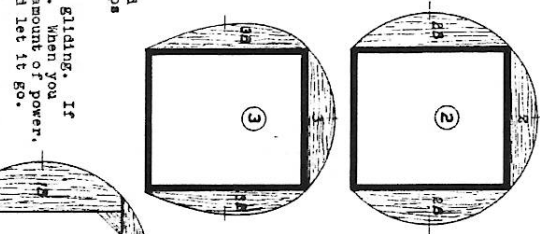
Fuselage
 The fuselage is built in the conventional built-up box method. The formers and stringers are added. Note: No stringer positions are marked on the formers. First cut out formers from printed sheet and follow the stringer position line on former layout on plan. The landing gear is added, and the cowling is built up from scrap balsa.

Wing
 The wing should be built directly on plan and allowed to dry before removing. Sand and cover wing before mounting on fuselage. Hudder and Stabilizer

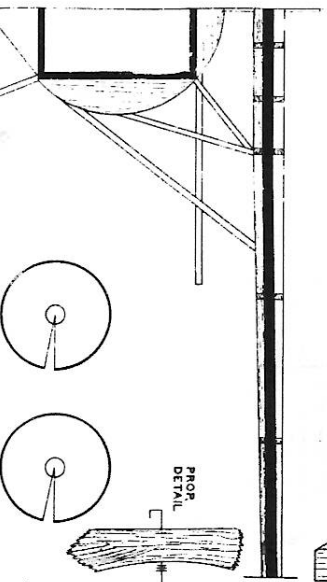
These are built in conventional manner directly on plan and should be sanded and covered before gluing on fuselage.

Propellor
 A machine cut prop is furnished in the kit and needs only shaping and sanding. Round off tips and thin out blades.

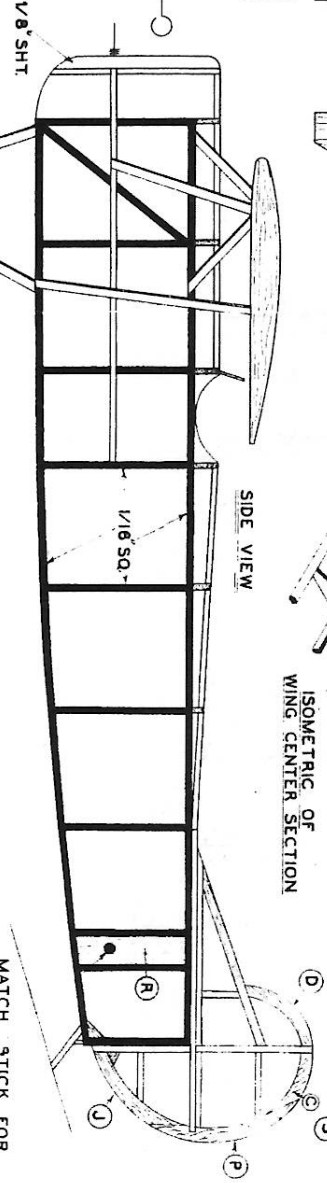
Flying
 Do not attempt to fly your ship without first gliding. If tail heavy, add weight to glue and vice-versa. When you have the correct shallow glide, give a small amount of power. If it performs smoothly, pack in the turns and let it go. HAPPY LANDINGS.



TOP VIEW



FRONT VIEW

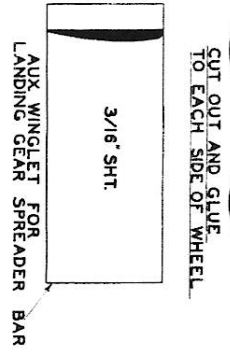


SIDE VIEW

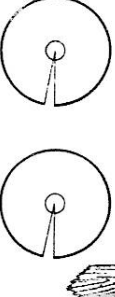
ISOMETRIC OF WING CENTER SECTION

ISOMETRIC OF FUSELAGE NOSE CONST.

MATCH STICK FOR ANCHORAGE OF RUBBER



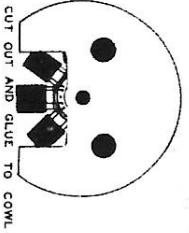
AUX WINGLET FOR LANDING GEAR SPREADER BAR



PROP DETAIL

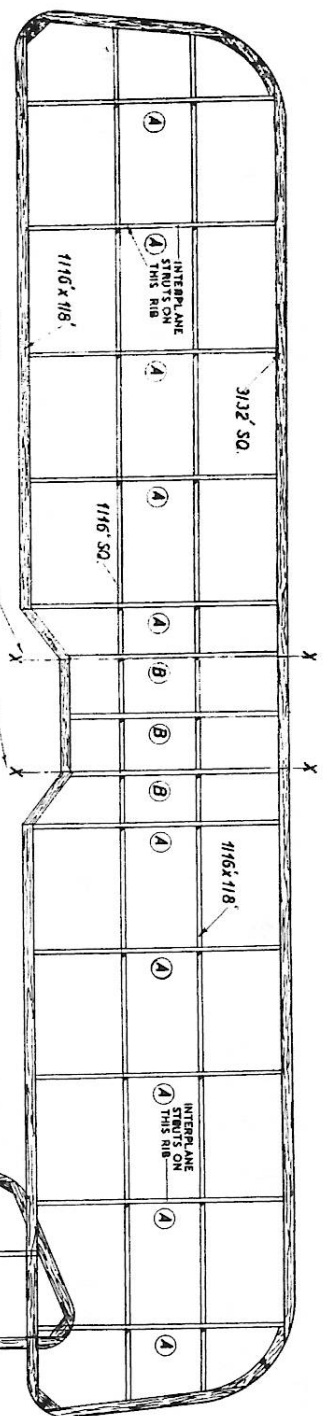


MILWAUKEE, WISCONSIN



CUT OUT AND GLUE TO COWL

FOKKER D-8		DRAWN BY
KIT NO.		E. HUNT
514		



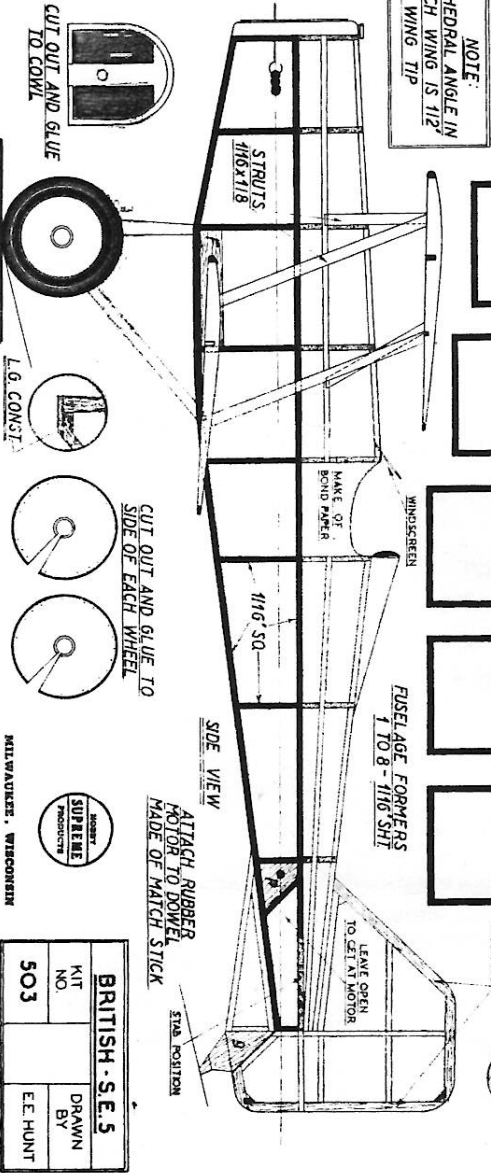
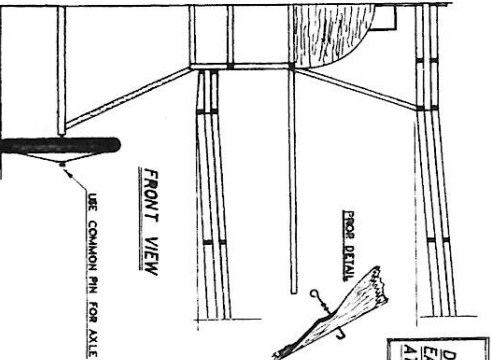
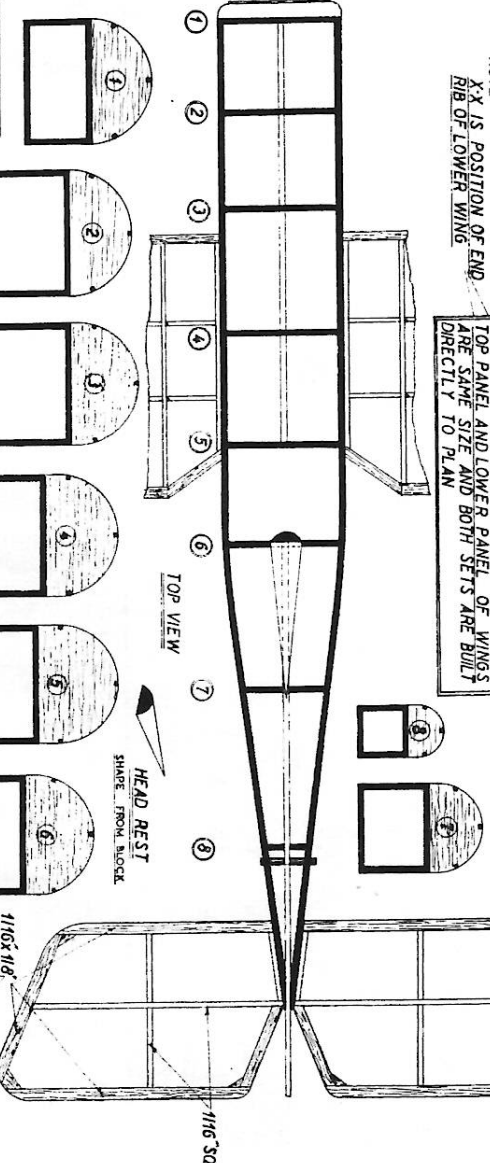
BUILDING INSTRUCTIONS

Wings
Both wings are built in the conventional manner, leading edge, trailing edge and spar are laid directly on plan. Ribs are glued at each point of contact. The tip fuselages are on printed sheet.

Rudder and stabilizer Both are built directly to plan using material specified on drawings.
Slides are built on drawing, formers are cut from printed sheet and glued on. Stringers are added. The rubber motor is attached to a dowel (match stick) in the sheet P. The cowl is of 1/8" sheet and should be glued on to former (1) before trimming. **Metals**
Both are of 1/8" sheet and the discs are cut from plan and glued to bond paper, then are formed to a shallow funnel and glued on to the outside of each wheel. Propeller
Purchased in kit and needs sanding and shaping. Also sand down and blades thinned at tips by sanding.

NOTE:
X-X IS POSITION OF END RIB OF LOWER WING
TOP PANEL AND LOWER PANEL OF WINGS ARE SAME SIZE AND BOTH SETS ARE BUILT DIRECTLY TO PLAN

NOTE:
DIHEDRAL ANGLE IN EACH WING IS 1/2"



BRITISH - S.E.5	
KIT NO.	503
DRAWN BY	EE HUNT

THE SE5 AND THE D-8 ON THE OPPOSITE PAGE ARE REDUCED FROM THE APPROXIMATELY 16- 1/2 WING SPAN ORIGINALS. THESE ARE NOT BAD DIME SCALE REPRESENTATIONS OF THE ILK. IF YOU ARE INTERESTED IN BUILDING ONE OF THESE WARHORSES, I WILL BE HAPPY TO SEND YOU FULL SIZED DRAWINGS AND PRINT WOOD COPIES.



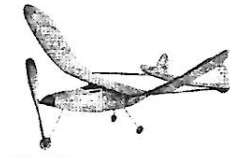
TONY ITALIANO TODAY

Tony's original ad before Supreme sold to Steve Patti, to the right >>>

INTRODUCING SUPREME

MODEL AIRPLANE KITS
For the Progressive Young Builder

- Modern Designs
- Every One A Real Flyer
- Silk Span Included



BREEZY Price 25c

WATCH FOR MORE, NEW SUPREME KITS



THERMAL BAGGER Price 25c



FLYING STAR Price 25c



ELECTRON Price 25c

Only **SUPREME OFFERS YOU THESE NEW, MODERN, AND ORIGINAL AIRPLANE DESIGNS**

26" to 28" SPAN

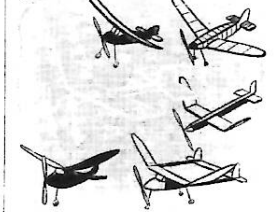
Order Them From Your Dealer

THE SUPREME MODEL SUPPLY CO.

WAUKESHA • • • WISCONSIN

AIRPLANES YOU'LL BE PROUD TO OWN AND FLY

SUPER-SLEEK!



FLYIN' FOOLS! ALL Balsa

More minutes aloft! More enjoyment! Perfect landings and takeoffs. Built to fly and fly well—26" to 28" span. At your dealer.....each **35c**

Top left—ELECTRON Bottom left—FLYING STAR
Top right—TRAVELER Bottom right—BREEZY
Center right—THERMAL BAGGER

YARDBIRD! This small new R.O.G. kit is featured in white above. Only **15c**

Ready Now—3 New SOLIDS. ALL Balsa!

These 3 Supreme solids have all parts cut to shape including wings, tail, etc. Planes are profiled to shape, only a little finishing and screwing needed.

MARTIN MARAUDER B-26 LOCKHEED LODESTAR C-45
LOCKHEED LIGHTNING P-38 EACH 55.50

NEW—PEE WEE
R.O.W. 14"—A barrel of fun with this real hydro ship. Kits to build.....25c



NEW—WHIPPERSNAPPER
R.O.G.—18"—A dandy five that you can build with ease.....25c

SEE YOUR DEALER—Please Do Not Order Direct
ILLUSTRATED CIRCULARS—Please Send 3c Stamp to Cover Mailing

Steve PATTI Co.
823 S. Second St., Dept. MA Milwaukee 4, Wis.

PEE-WEE and WHIPPERSNAPPER

2 NEW SUPREME "Sky Hookers"!

25c EACH

PEE-WEE. R.O.W.
A real hydro ship! Easy to build, a great flyer. At dealers, 25c.

WHIPPERSNAPPER. R.O.G.
Another fine kit for a barrel of fun. Quickly assembled. At dealers, 25c.

YARDBIRD. R.O.G.
The biggest 15c worth of fun in years! Build in a jiffy and watch it climb.

FLYIN' FOOLS! ALL Balsa

Get all FIVE of these Supreme Kits. More minutes aloft! More enjoyment! Perfect landings and takeoffs. Built to fly and fly well—26" to 28" span. At your dealer, each 35c. In order shown:

**BREEZY
TRAVELER
ELECTRON
THERMAL BAGGER
FLYING STAR**

Supreme Solids

**MARAUDER
LODESTAR
LIGHTNING**

All parts cut to shape including wings, tail, etc. Planes are profiled to shape, only a little finishing and screwing needed. At your dealer, each 55.50

FREE DESCRIPTIVE LITERATURE! Send 3c stamp to Steve Patti Co. from your dealer.

Steve PATTI Co.
823 S. Second St. Dept. MA Milwaukee 4, Wis.

Other ads from MAN.

SUPER-SLEEK!

CARS of TOMORROW!

Something New! Get SUPREME'S great series of Automobiles of the Future. Beautiful, prophetic! Easy to make. Each at your dealer.....only **\$1.00**

1. Executive
2. Pan-American
3. Debutante

SUPREME MODELS are FLYIN' FOOLS!

ALL Balsa MODELS
More minutes aloft! More enjoyment! More perfect landings and takeoffs. Built to FLY and fly well—great kits complete with all materials. 26" to 28" Span. At your dealer.....**35c**

1. Breezy 2. Thermal Bagger 3. Flying Star 4. Electron
If dealer can't supply, order by mail. Add 15c for postage and packing.

STEVE PATTI CO.

PATTI

1443 W. Forest Home Ave., Milwaukee 4, Wis.

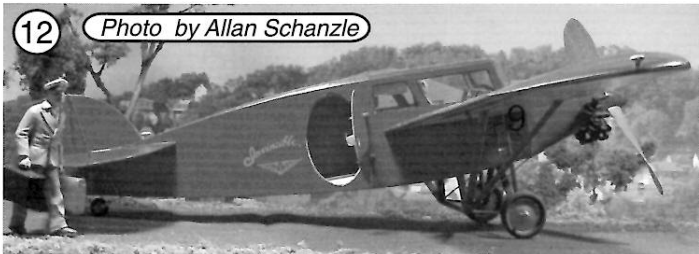
- ### PG 19 PHOTOS
10. A takeoff view of Allan's latest the 'Command-aire'.
 11. Would you like a hop, honey? A bit of Allan's diorama whimsy!
 12. And another of Allan's dioramas with his 'Invincible'.
 13. Lindsey Smith researched this Farman Sport from data at the NASM. Looks a little crowded in the small airplane!
 14. John Hunton's Vega scaled up 1.5 times from Dave Rees plans to 330 sq inches and 16 oz, this is a delightful model to fly. Check with Dave and Marie Rees for all the great free flight plans they offer in their 'HiLine' catalog -- phone 919-778-6653
 15. John's Vega ready for first flight. The control and power systems are from the \$65 Accipiter Badius and they work well.
 16. Mark Fineman's EA500 climbing out over Pinkham Field.
 17. Our free flight guy, Mike Moscow, succumbed to the indoor RC craze and brought along a Plantraco to the NBM in January.
 18. Our 'pleased as punch' newsletter editor won Bostonian at the January NBM contest with his tried and true "Boston Schtick".



10 Photo by Allan Schanzle



11 Photo by Allan Schanzle



12 Photo by Allan Schanzle



13 Photo by Lindsey Smith



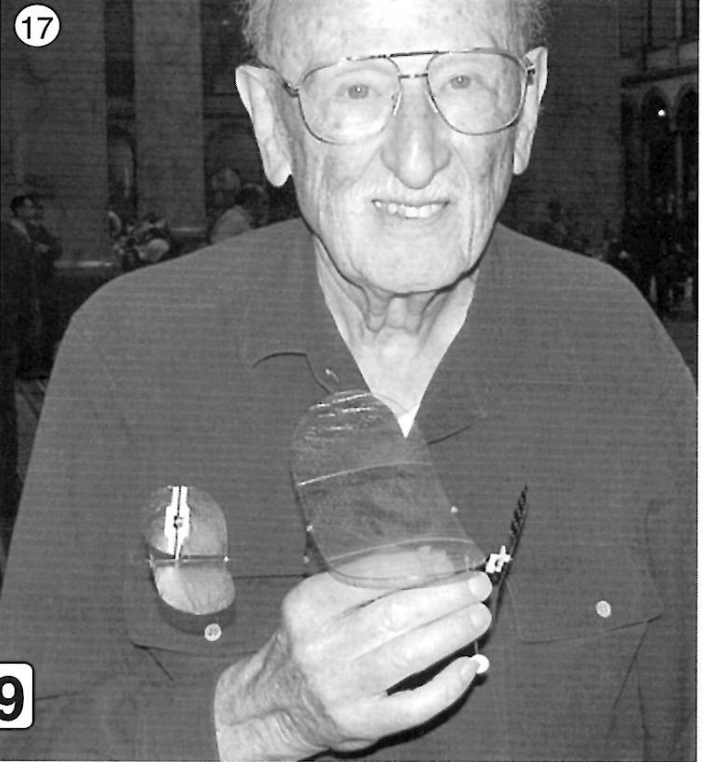
14 Photo by John Hunton



15 Photo by John Hunton



16 Photo by Mark Fineman



17



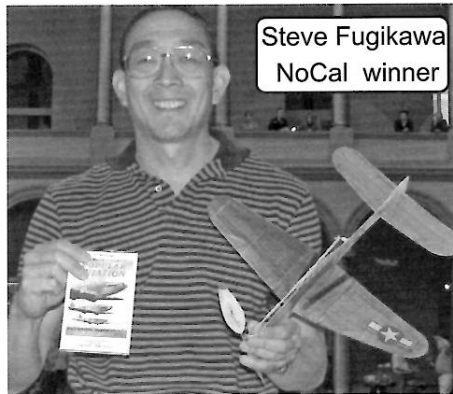
18

19

Photos from the National Building Museum March 9, 2008



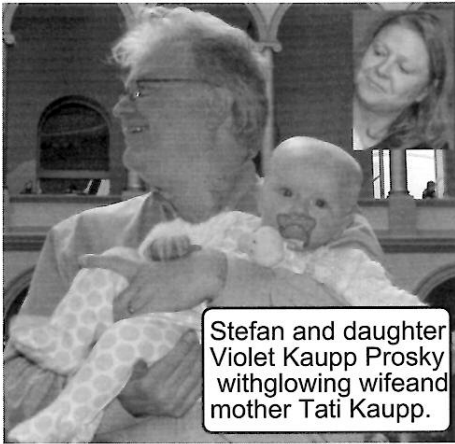
Don and Mike admiring Ardath Cade's Pennyplane



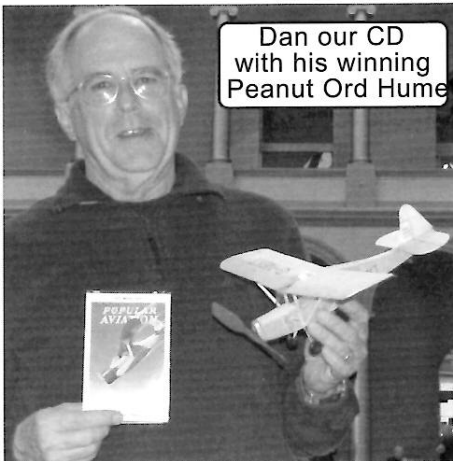
Steve Fugikawa
NoCal winner



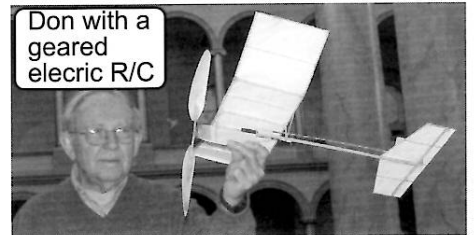
Look who came
Mike Escalante a
veteran Maxecuter



Stefan and daughter
Violet Kaupp Prosky
with glowing wife and
mother Tati Kaupp.



Dan our CD
with his winning
Peanut Ord Hume



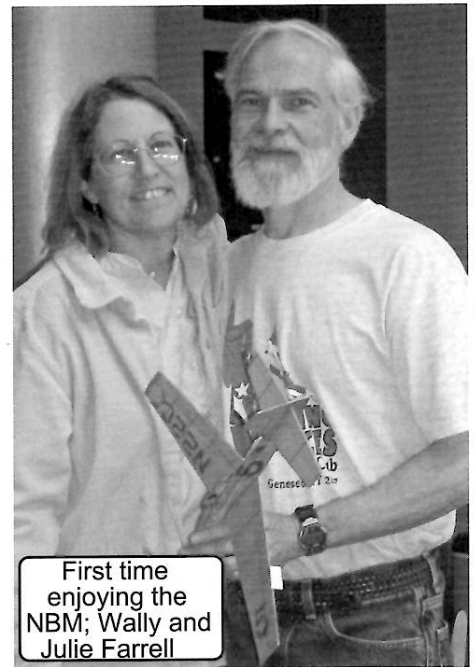
Don with a
geared
electric R/C



Terry Slattery
Helo Winner



Dave Mitchell
Bostonian
Winner



First time
enjoying the
NBM; Wally and
Julie Farrell

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.

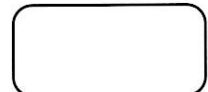
PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

CONTACTS - Material for the newsletter and membership questions should be addressed

to Stew Meyers phone 301-365-1749. Email gets immediate attention. stew.meyers@comcast.net

Maxecuter web site: <http://www.dcmmaxecuter.org>

Your DUES are due



CUT TIPS FROM 1/16" SHEET WOOD

LEADING EDGE

WING CONSTRUCTION 1/16" SQ. THROUGHOUT

TRAILING EDGE

COVER TOP SIDE OF WING ONLY

1" DIHEDRAL

TOP VIEW

DOWEL FOR RUBBER MOTOR

NOTE

ALL DETAILS ON THIS DRAWING ARE FULL SIZE. IF THE BUILDER LAYS A SHEET OF WAX PAPER OVER THE DRAWING, HE MAY USE IT FOR ASSEMBLING THE WING AND TAIL SURFACES DIRECTLY ON IT.

SHAPE NOSE BLOCK FROM Balsa

USE 4" PROPELLER

WING MOUNT

CUT FROM 1/16" SHEET

CUT FROM 1/16" SHEET

LANDING GEAR

RUDDER COVER ONE SIDE ONLY

CUT FROM 1/16" SHEET

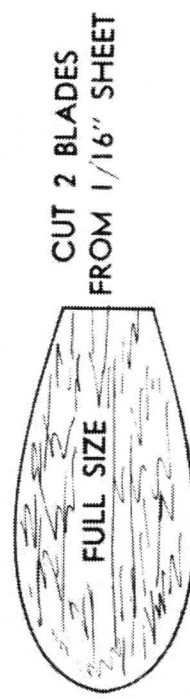
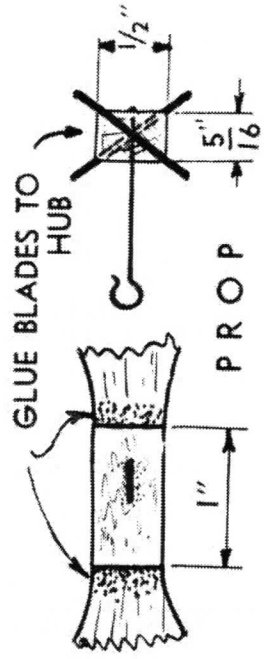
FUSELAGE CONSTRUCTED OF 1/16" SQ. AND COVERED MAKE TWO SIDES

STABILIZER — COVER TOP SIDE ONLY

CUT FROM 1/16" SHEET

1/2" DIA. WHEELS

10



SUPREME FLYING MODELS

KIT NO. 102

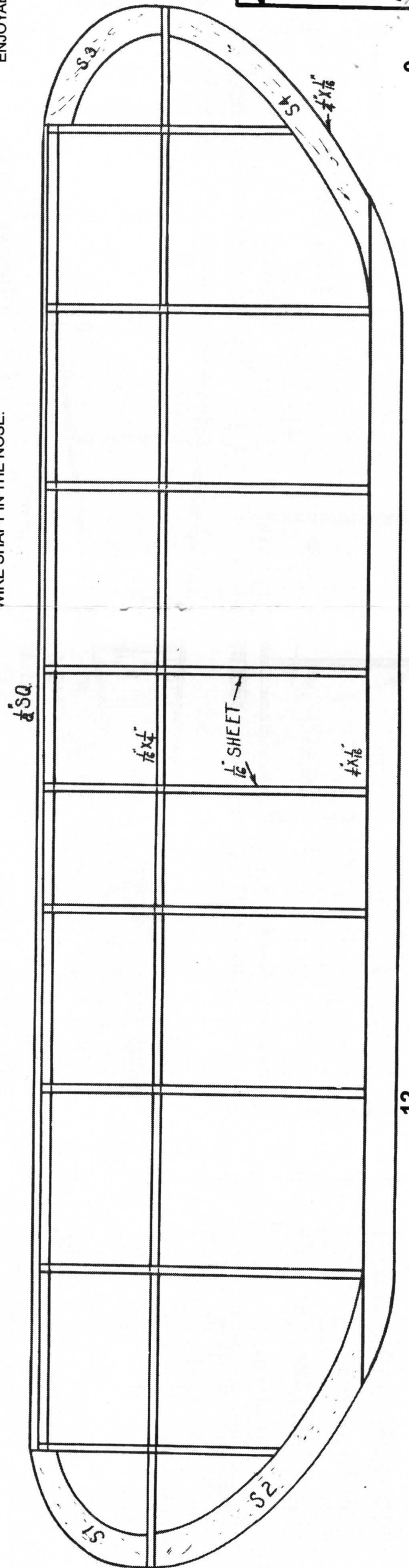
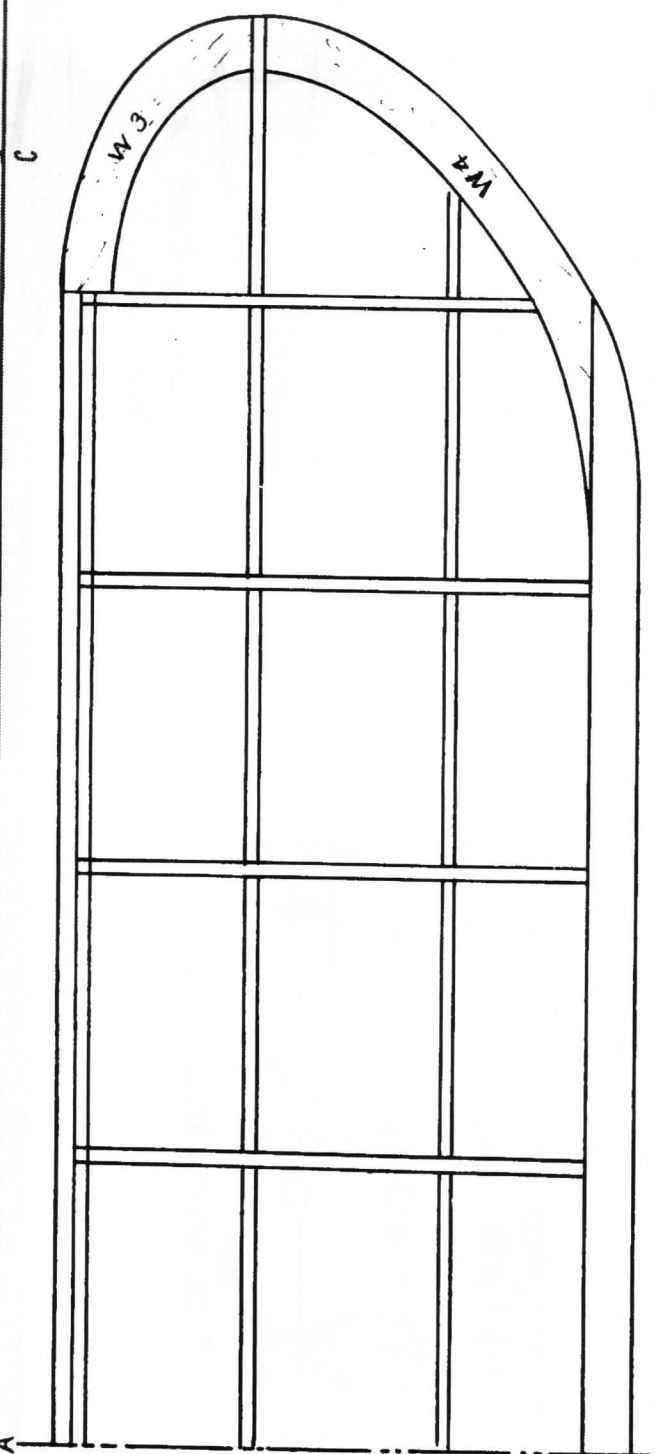
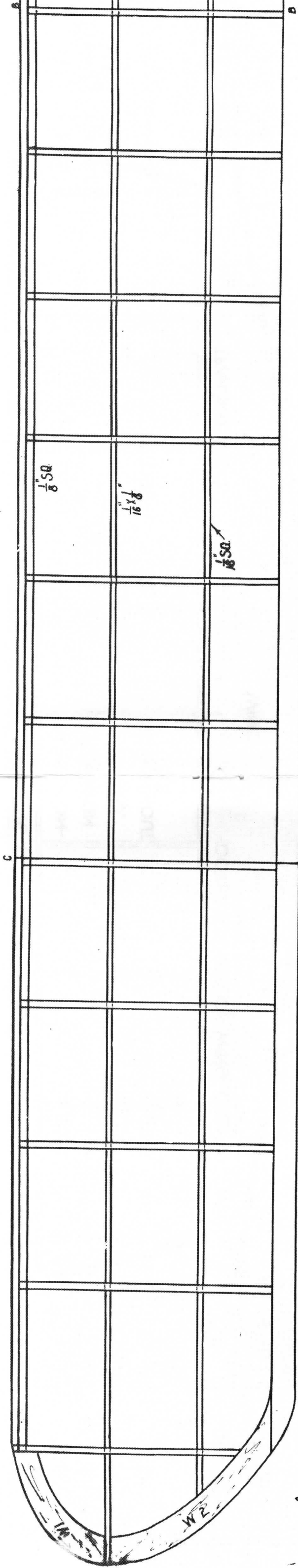
WEASEL

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THE STEVE PATTI CO.

MILWAUKEE, WISCONSIN

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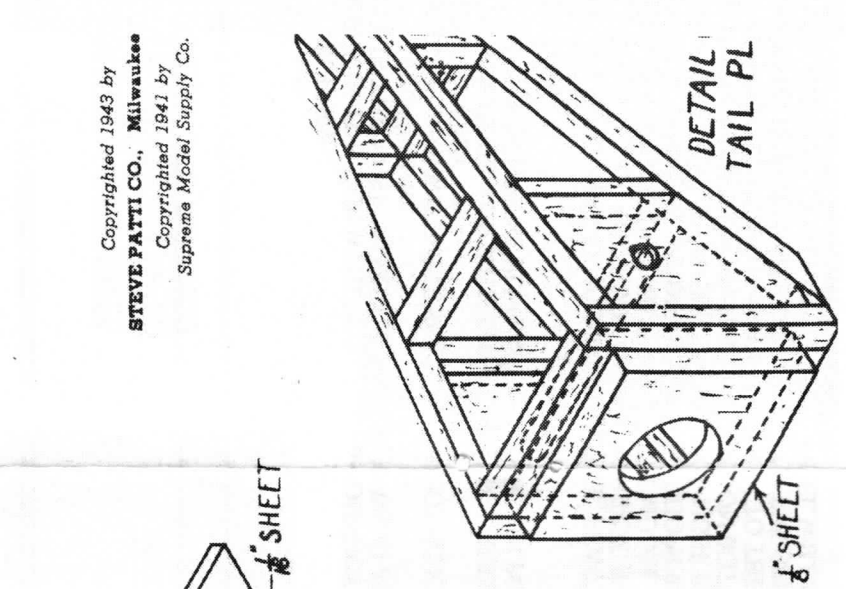
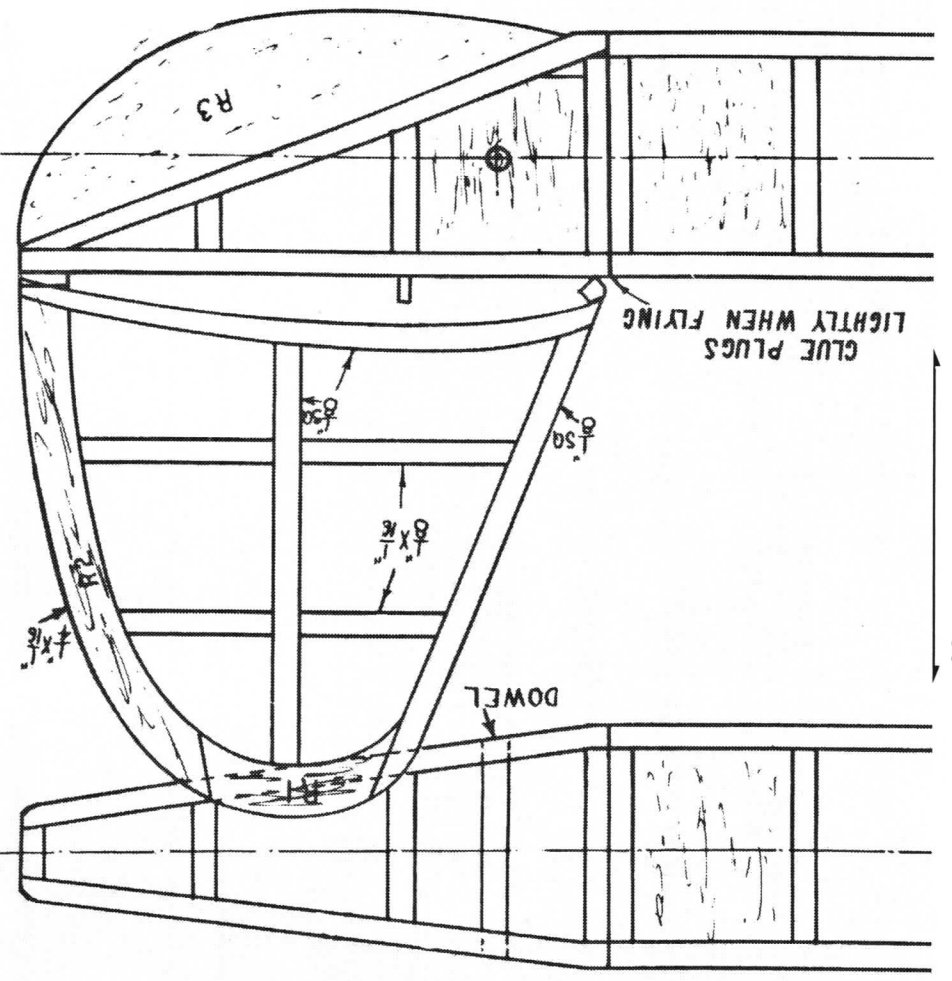
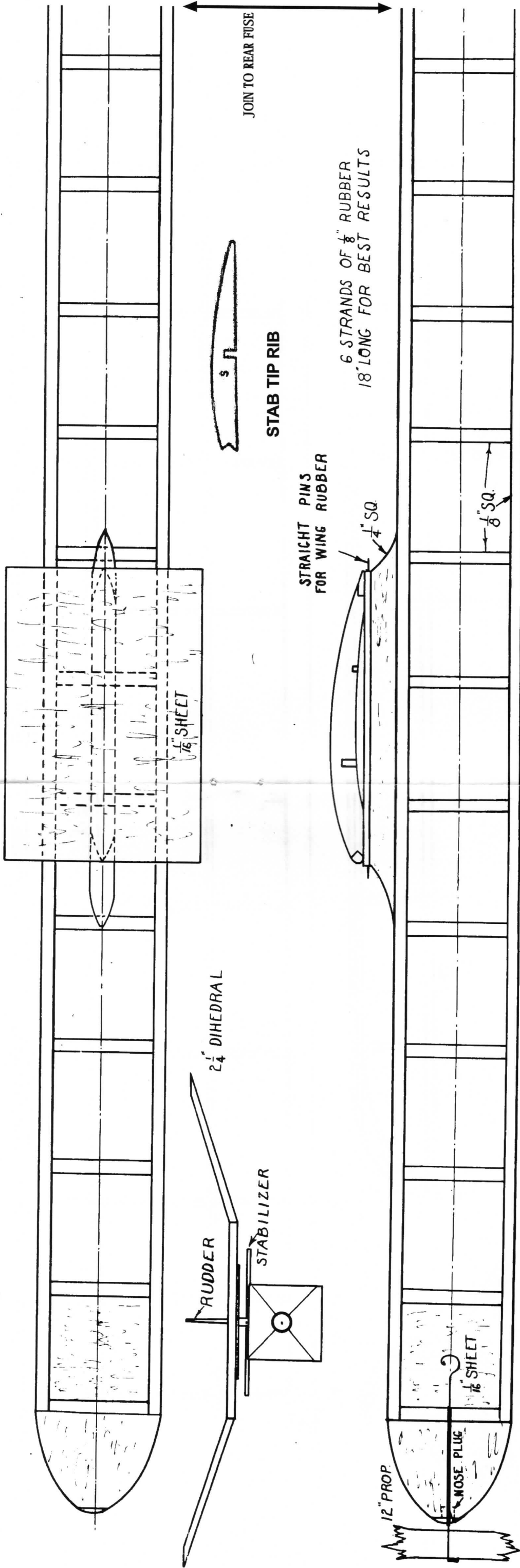


CONSTRUCTION STEPS

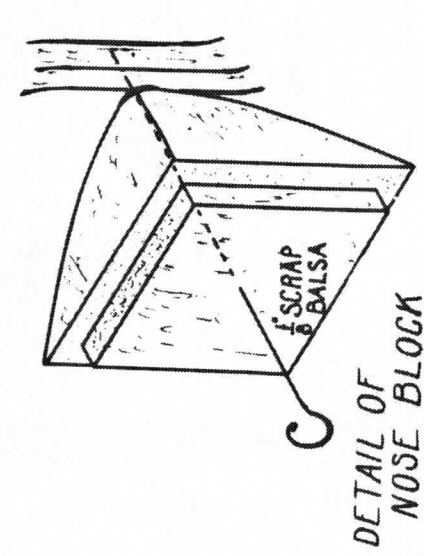
STEP NO. 1. BODY
 PLACE WAX PAPER OVER PLANS TO PRESERVE. PLACE LONGERONS ON PLAN AND PIN IN PLACE. PLACE SPACERS IN POSITION AND GLUE. LET DRY AND REPEAT PROCESS FOR OTHER SIDE. BOTH SIDES ARE JOINED TOGETHER WITH THE CROSS BRACES CUT TO CORRECT SIZES. NEXT, PLACE NOSE DETAIL AND GLUE IN SHEET Balsa FILL IN. GLUE IN REAR TAIL PLUG (NOTE TAIL DETAIL). GLUE IN WING MOUNT.
 STEP NO. 2. STABILIZER
 CUT RIBS FROM SHEET Balsa. GLUE RIBS TO LEADING AND TRAILING EDGES. NEXT, GLUE IN TIPS AND SPAR.
 STEP NO. 3. RUDDER
 BUILD RUDDER ACCORDING TO THE PLAN.
 STEP NO. 4. WING
 CUT RIBS AND TIPS FROM SHEET Balsa. GLUE RIBS AND TIPS TO LEADING AND TRAILING EDGES. GLUE SPARS IN PLACE. CRACK Balsa AT C-C FOR CORRECT AMOUNT OF DIHEDRAL. GLUE RIGHT WING PANEL TO B-B WITH CORRECT AMOUNT OF DIHEDRAL.
 STEP NO. 5. PROPELLER
 SAND PROPELLER. INSERT WIRE SHAFT THROUGH PLUG AND GLUE TO SAND PROPELLER. SAND ALL EDGES OF WING AND TAIL.
 STEP NO. 6. RUBBER
 HOLD RUBBER IN THE TAIL WITH DOWEL AND CONNECT RUBBER TO THE WIRE SHAFT IN THE NOSE.

STEP NO. 7. COVERING
 COVER ENTIRE PLANE WITH ONE SOLID COLOR OF SILKSPAN.
 STEP NO. 8. ASSEMBLY
 MOUNT WING ON FUSELAGE WITH EITHER GLUE OR RUBBER ACCORDING TO ONE'S LIKING. HOLD NOSE PLUG AND TAIL UNIT IN PLACE WITH DABS OF GLUE.
 STEP NO. 9. FLYING
 TEST GLIDE. IF MODEL HAS TENDENCY TO STALL, PLACE A SLIVER OF Balsa BETWEEN TAIL AND BODY ON THE TOP SIDE. IF IT DIVES, PLACE SLIVER OF Balsa ON THE BOTTOM SIDE. WHEN MODEL GLIDES GOOD, WIND RUBBER 75 TURNS. IF THE MODEL STALLS OR LOOPS WITH POWER, PLACE SLIVER OF Balsa BETWEEN TOP SIDE OF NOSE PLUG AND FUSELAGE. IF THE MODEL DIVES, PLACE SLIVER ON BOTTOM SIDE. WARP RUDDER FOR GENTLE TURN. IF THE MODEL SPINS IN TO THE LEFT OR RIGHT, TURN THE RUDDER TO THE OPPOSITE DIRECTION OF THE SPIN. WHEN FULLY ADJUSTED, WIND FULLY AND LAUNCH. THE MODEL WILL GIVE YOU MANY ENJOYABLE CONTEST TYPE PERFORMANCES.

THERMAL BAGGER
 KIT NO. T-2
 SPAN 28" LENGTH 20 1/2"
 DRAWN BY *at elmer*
 DESIGNED BY *Anthony J. Selmer*

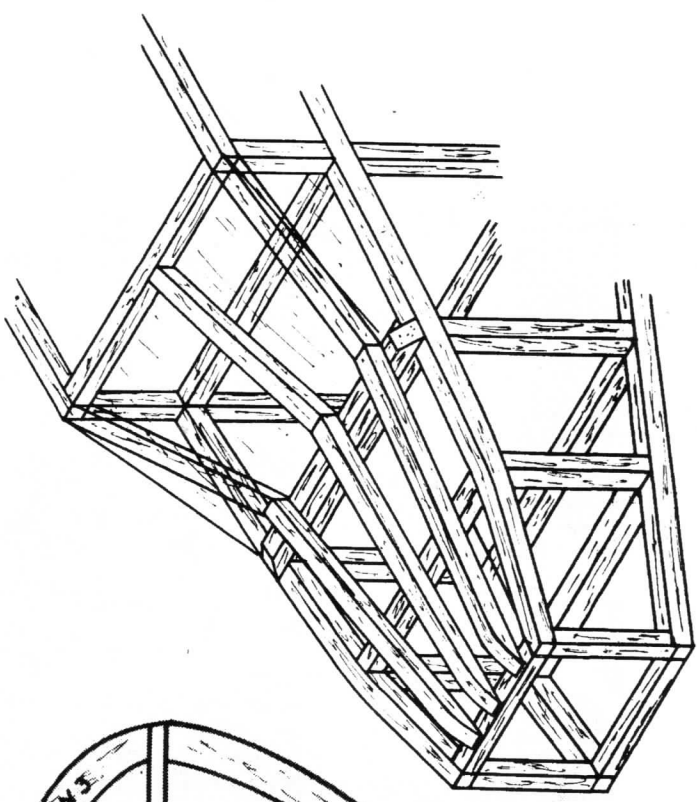
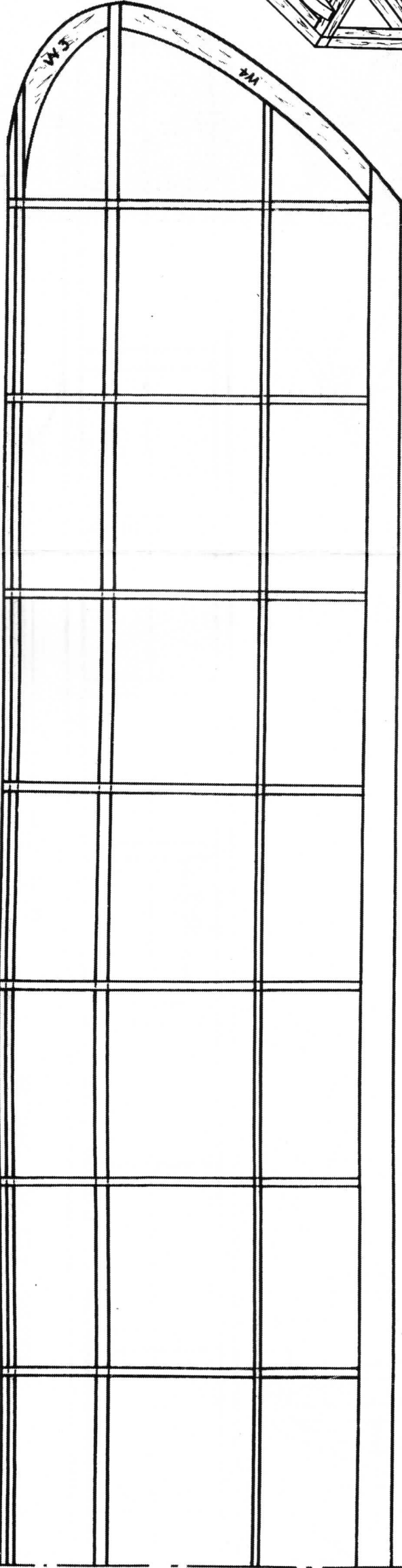
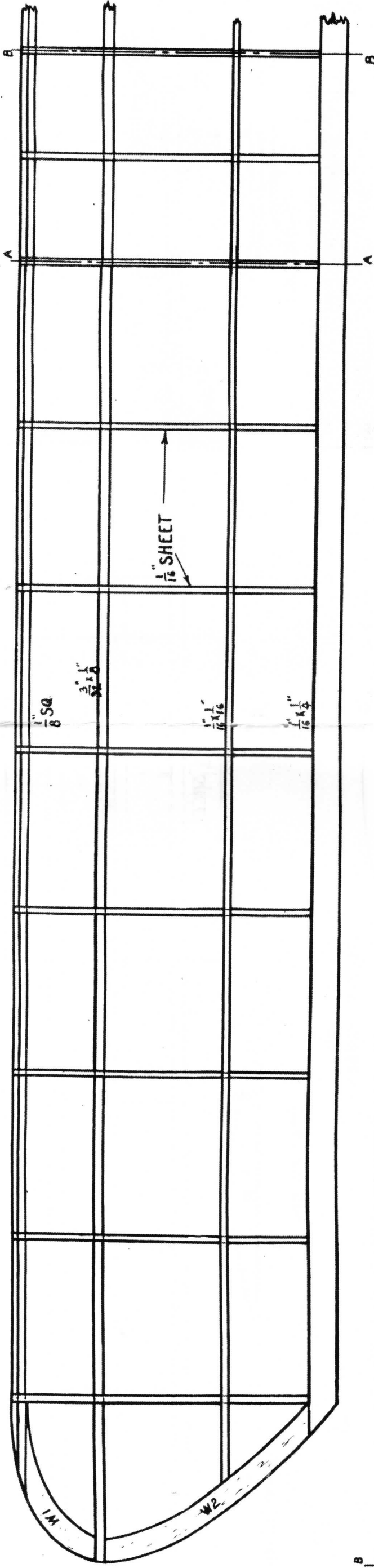


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 Copyrighted 1941 by Supreme Model Supply Co.



THERMAL BAGGER
 KIT NO. T-2
 SPAN 28" LENGTH 20 1/2"
 DRAWN BY *at elmer*
 DESIGNED BY *Arthur J. Selmer*

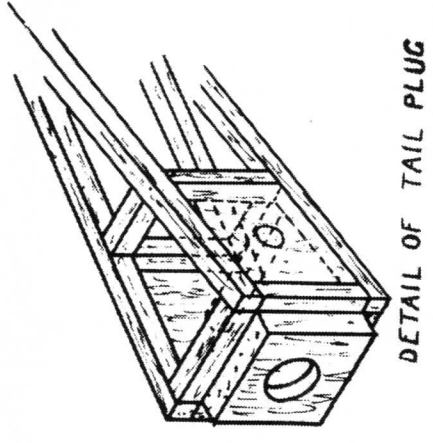
SORRY, THE FUSELAGE IS TOO LONG TO FIT ON A 17" PAGE.
 YOU NEED TO JOIN THE TAIL TO THE NOSE.
 I WOULD SKIP THE REMOVEABLE TAIL PLUG AND END THE RUBBER MOTOR ONE BAY FORWARD.
 BETTER PUT A FEW DEGREES OF INCIDENCE IN THAT WING MOUNT AND PUT A DT IN THE TAIL WITH INCIDENCE ADJUST.



DETAIL OF NOSE BUILD UP

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STEVE PATTI CO., Milwaukee, Wis.
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 Supreme Model Supply Co.

ELECTRON
 KIT NO. T-4
 SPAN 26" LENGTH 16"
 DRAWN BY *Art Claman*
 DESIGNED BY *Anthony J. Stehman*



DETAIL OF TAIL PLUG

CONSTRUCTION STEPS:

- STEP NO. 1 BODY
 PLACE WAX PAPER OVER PLANS TO PRESERVE. PLACE LOGERONS ON PLAN AND PIN IN PLACE. PLACE SPACERS IN POSITION AND GLUE. LET DRY AND REPEAT PROCESS FOR OTHER SIDE. BOTH SIDES ARE JOINED TOGETHER WITH THE CROSS BRACES CUT TO CORRECT SIZE. NEXT, PLACE NOSE DETAIL AND GLUE IN SHEET Balsa FILL IN. BEND LANDING GEAR AND GLUE AND THREAD TO LOGERONS. GLUE IN REAR TAIL PLUG (MI TAIL DETAIL). SHAPE NOSE BLOCK. GLUE CELLOPHANE WRAPPER FROM ANY CIGARETTE OR GUM PACKAGE.
- STEP NO. 2 STABILIZER
 CUT RIBS FROM SHEET Balsa. GLUE RIBS TO LEADING AND TRAILING EDGES. NEXT, GLUE IN TIPS AND SPAR.
- STEP NO. 3 RUDDER
 CUT RUDDER FROM SHEET AND GLUE TO STABILIZER AND BODY. GLUE TAIL UNIT TO BODY.
- STEP NO. 4 WING
 CUT RIBS AND TIPS FROM SHEET Balsa. GLUE RIBS AND TIPS TO LEADING AND TRAILING EDGES. GLUE SPARS IN PLACE. CRACK Balsa AT A-A FOR CORRECT AMOUNT OF DIHEDRAL. GLUE RIGHT WING PANEL TO B-B WITH CORRECT AMOUNT OF DIHEDRAL.
- STEP NO. 5 PROPELLER
 SAND PROPELLER. INSERT WIRE SHAFT AND GLUE TO PROPELLER.

- STEP NO. 6 RUBBER
 HOLD RUBBER IN THE TAIL WITH DOWEL AND CONNECT RUBBER TO THE WIRE SHAFT IN THE NOSE. SAND ALL EDGES OF WING AND TAIL.
- STEP NO. 7 COVERING
 COVER ENTIRE PLANE WITH ONE SOLID COLOR OF SILKSPAN.
- STEP NO. 8 ASSEMBLY
 MOUNT WING ON FUSELAGE WITH EITHER GLUE OR RUBBER ACCORDING TO ONE'S LIKING. HOLD NOSE PLUG AND TAIL UNIT IN PLACE WITH DABS OF GLUE.
- STEP NO. 9 FLYING
 TEST GLIDE. IF MODEL HAS TENDENCY TO STALL, PLACE A SLIVER OF Balsa BETWEEN TAIL AND BODY ON THE TOP SIDE. IF IT DIVES, PLACE SLIVER OF Balsa ON THE BOTTOM SIDE. WHEN MODEL GLIDES GOOD, WIND RUBBER 75 TURNS. IF MODEL STALLS OR LOOPS WITH POWER, PLACE SLIVER OF Balsa BETWEEN TOP SIDE OF NOSE PLUG AND FUSELAGE. IF THE MODEL DIVES, PLACE SLIVER ON BOTTOM SIDE. WARP RUDDER FOR A GENTLE TURN. IF MODEL SPINS IN TO THE LEFT OR RIGHT, TURN RUDDER TO THE OPPOSITE DIRECTION OF THE SPIN. WHEN FULLY ADJUSTED, WIND FULLY AND LAUNCH. THE MODEL WILL GIVE YOU MANY ENJOYABLE CONTEST TYPE PERFORMANCES.

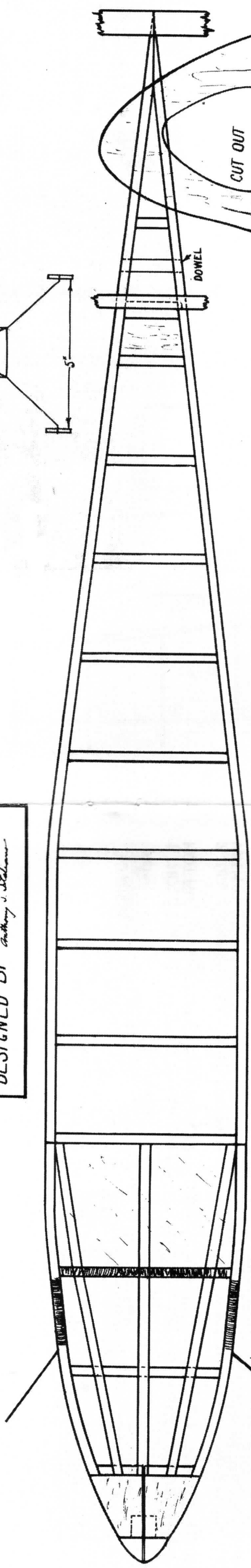
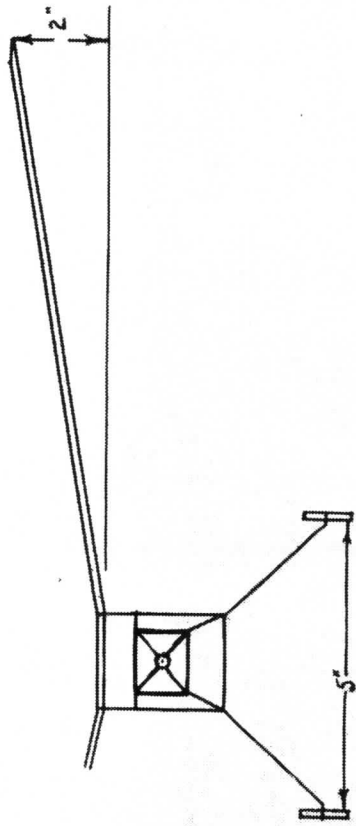
ELECTRON

KIT NO. T-4

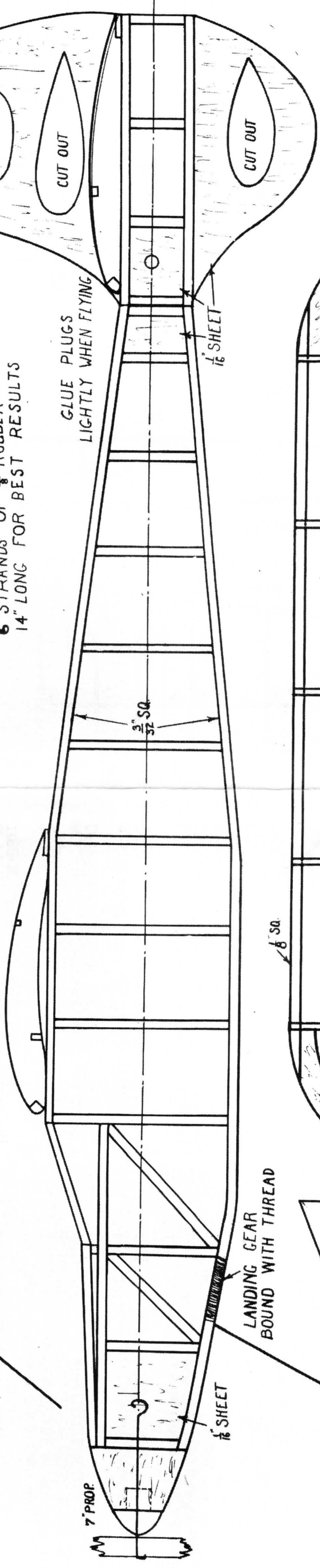
SPAN 26" LENGTH 16"

DRAWN BY Art Clauer

DESIGNED BY Anthony J. Stokman



6 STRANDS OF 1/8" RUBBER
14" LONG FOR BEST RESULTS



GLUE PLUGS
LIGHTLY WHEN FLYING

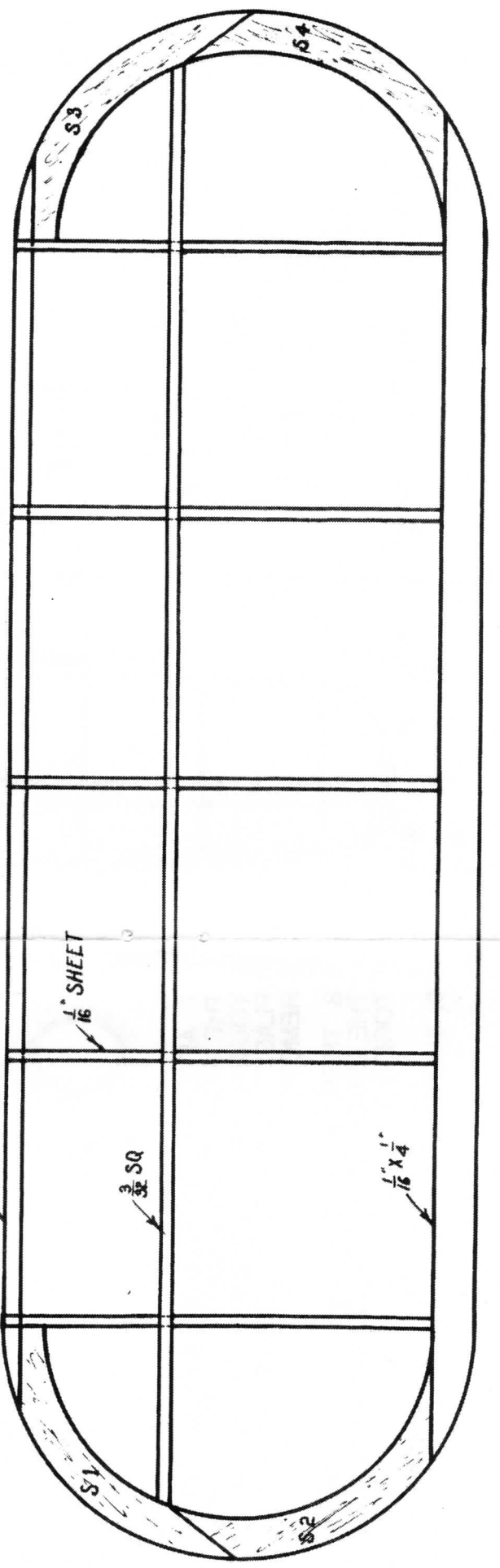
7" PROP.

1/8" SHEET

3/32" SQ

1/16" SHEET

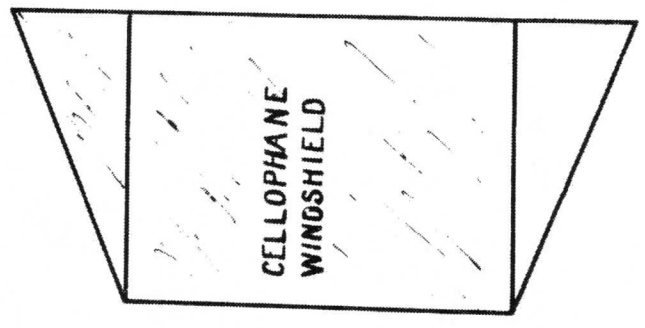
LANDING GEAR
BOUND WITH THREAD



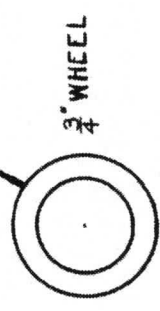
1/16" SHEET

3/32" SQ

1/16" x 1/4"



CELLOPHANE
WINGSHIELD



3/4" WHEEL