

MAX FAX

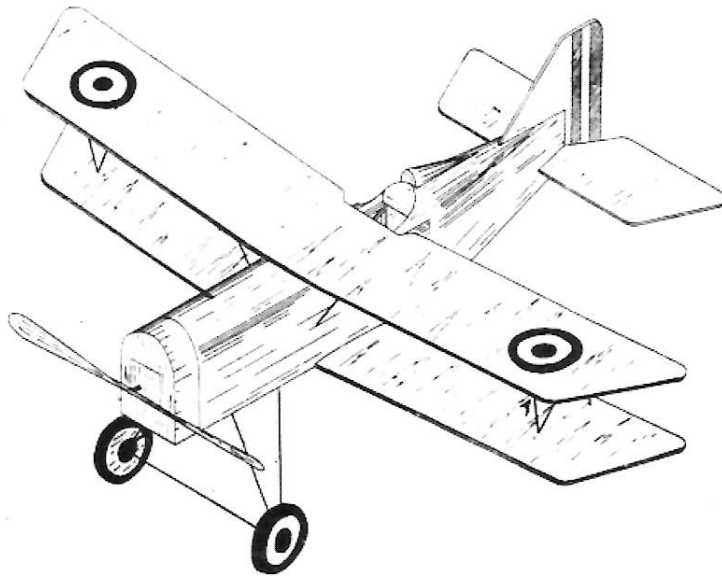


Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

JULY-AUGUST 2009



COMING ATTRACTIONS

SEPT 10 & 11 2009 THURSDAY AND SATURDAY
FLYING ACES OUTDOOR CHAMPS MUNCIE, IN
CD RALPH KEUNZ 989-506-0273 FRED GREGG 586-834-6919

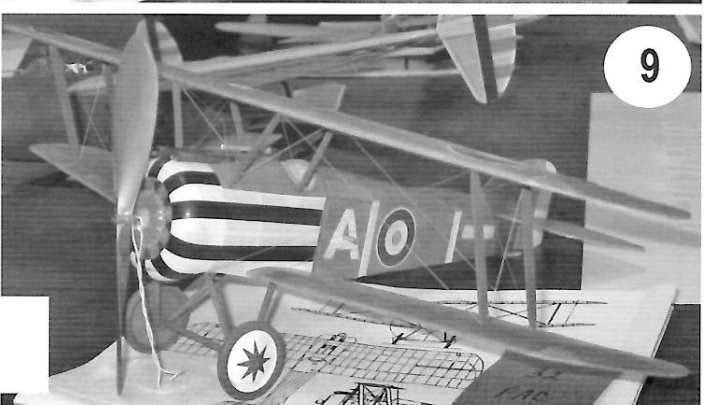
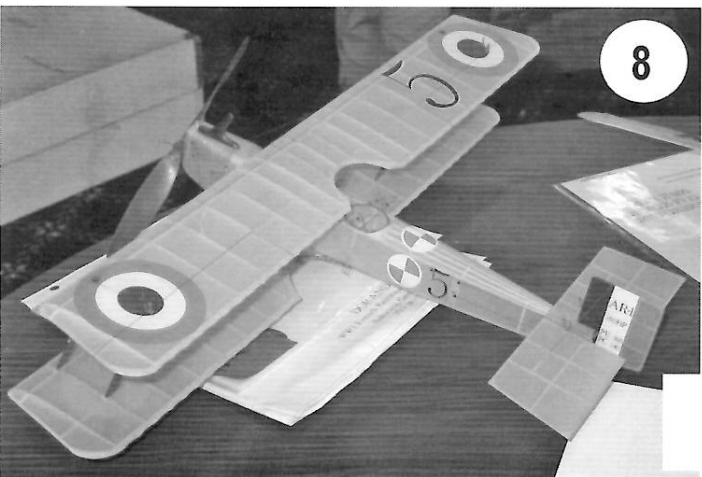
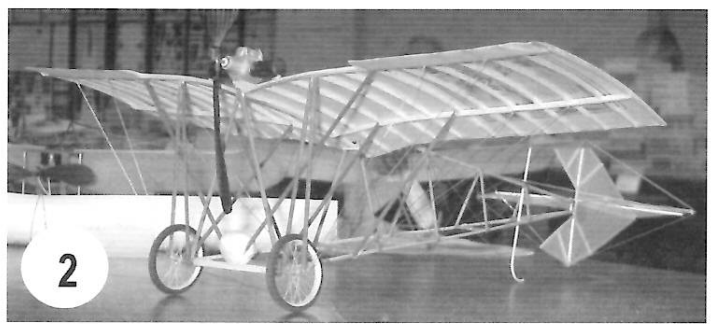
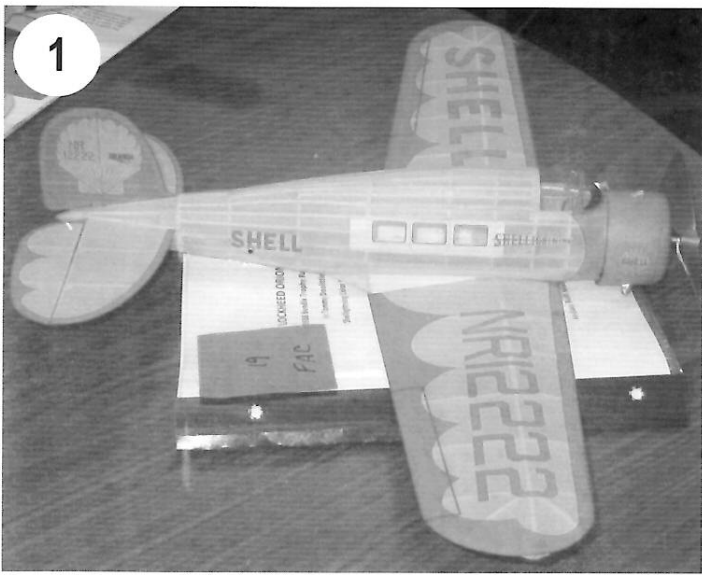
SEPT 25, 26 & 27 2009 FRIDAY, SATURDAY & SUNDAY
WESTFAC GAINSVILLE, TX CD DAVE REGAN 210-846-2217

OCT 10, 11, 12 2009 SATURDAY, SUNDAY AND MONDAY
GATHERING OF TURKEYS PENSACOLA, FL
GEORGE WHITE, CD 850-473-0866

OCT 24 & 25 2009 SATURDAY & SUNDAY
FLYING ACES CONTEST WAWAYANDA, NY
CD TOM HALLMAN 610-395-5656 JOHN HOUCK 610-488-6235

NOV 6 & 7 Eastern States Free Flight Championships at Ingleside, MD

NOV 13 & 14 2009 FRIDAY & SATURDAY NOTE DATE CHANGE
FALL KUDZU CONTEST RAEFORD, NC
CD DAN DRISOLL 703-684-0908 STEW MEYERS 301-365-1749



MaxFax Jul-Aug 2009

Stew Meyers Editor

This issue of MaxFax was inspired by Tom Hallman's one design event at the Fall Wawayanda contest for a Megow 5 cent SE-5. The FAC newsletter beat me to the punch by publishing it in their last issue, but they neglected to say they reduced the plan to fit it on an 11x17 sheet. It should have a 12" span.

I delved into my collection of old Megow dimers and came up with some that were nearly on a par with it for being barely recognizable.

Most of these are now available from www.pennvalleyhobbycenter.com. However one that is missing from there is the Megow Spad. I acquired a Vintage Aero repro kit of this in the 70's. I didn't build it since the Comet Spad dimer was a lot closer to scale. (A radial engine on a Spad?) However, I did build the Megow Nieuport which is only slightly closer to scale.

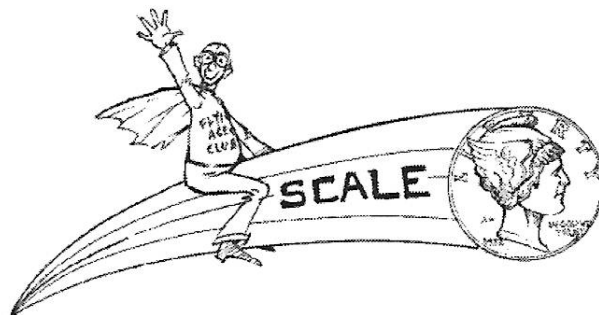
These early Megow Dimers are stunningly out of scale. Essentially they are the same plan with slight modification to wing and tail shape. The color schemes are as bogus as the outlines. However, they will fly well and can be built in a few days. Later Megow dimers came a lot closer to scale.

Plans for both of these dimers as well as a Megow Camel with an amazingly long nose and the Nickle SE5 are in this issue. Bill Hannan has sent in information the 1924 Farman that was missing from the last issue. We also have a few tips on sizing a rubber motor.

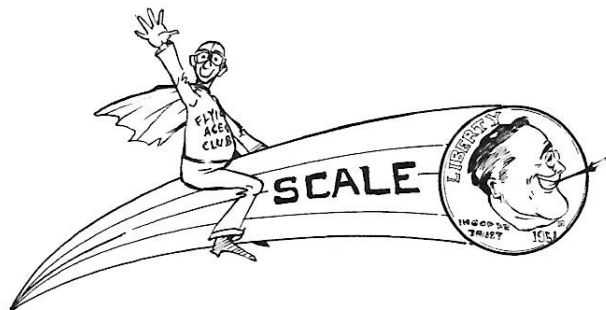
PHOTOS PAGE 2

1. Tom Nallen's 24" Lockheed Orion, now a Laser Cut kit from Easybuilt models.
2. Dave Mitchell's Demoselle Slow Flyer, and a work of art.
3. Philip Weinstein's Oiseau Canary (Hurst's design) second in the French event.
4. Vance Gilbert's Surrender Betty, a great flyer and first in Jumbo Scale.
5. Clive Gamble's Dh29.
6. Andrew Ricci's Arado AR440, first place in FAC Rubber Scale.
7. Ronnie Gosselin's Fokker XX..
8. Tom Nallen II's Dorand AR-1
9. Clive Gamble's Sopwith Camel.

The Dime Scale events at Genseo this year were quite confusing. To me what distinguishes a Dimer is a model with a wing span of 16 inches or less and simplified structure. I really think there ought to be two categories, but not the two in the FAC rule book.



Category one: Hard core originals that actually sold for a dime, like the plans in this issue and built to the plan.



Category two: Neo dimers which look a little more like the full scale prototype than some of these true dimers. Examples are: Miller Moderately Modified Megow dimers and the new designs that are now coming out from Dave Stott (Air Devil), Mike Nassise (Bay State), and Rich Weber (Wing Nut), etc.

Of course at most contests these would simply be lumped together. I also favor flying Dime Scale as a mass launch event rather than a timed event. And any wimp that puts a DT on a Dimer should be laughed right off the flight line.

Any Dime scale model that is scale enough to rate 40 points should be allowed in other FAC mass launch events. Of course it could not then be flown as a Dimer at that contest. I don't think these Megows would make that cut.

I would really like to see some kind of scheme for judging the fidelity of the plan to the prototype. I don't quite know what to do with this figure of merit yet --perhaps extra scale points. Well so much for my musings on dime scale.

Building Your Vintage Aero Model

Cut all parts from the balsa sheet; cut slightly oversize and sand to final shape. Identical parts, like wing ribs, should be stacked and sanded at the same time. Notches for stringers and spars should be cut or sanded to shape after formers and ribs are assembled. Corrections for slight errors in construction can then be made.

Construction with an aliphatic resin glue, like Titebond, or an alpha cyanoacrylate, like Hot Stuff, is recommended. These adhesives are low shrink and will not warp the thin wood structure. Before starting construction tape the plans to a soft wood or fibre board and then cover with thin plastic wrap.

Construct two fuselage side frames directly over the plan side view. Separate sides and add the top and bottom cross members or formers; use the top view plan to insure alignment of the fuselage sides. Add remaining formers and stringers as shown. NOTE: Basswood strip is supplied for thin stringers instead of bamboo.

We recommend two modifications to the original design. The rear rubber hook should be changed to the conventional "peg" type of construction. Install gussets made from sheet balsa as shown on the modification diagrams. Drill a 1/16" diameter hole through both gussets at the thrust line. Use a short length of aluminum tube for the peg. A change to the landing gear is also recommended. Add 0.025" diameter music wire to the gear as shown on the diagrams. Secure to fuselage frame with sheet balsa as indicated. To prevent damage on hard landings cement the original landing gear only to the fuselage -- not the wire.

Construct the tail sections directly over the plans using parts and strip stock as shown. Use the lightest wood for these parts. Cut all joints accurately for strong, warp-free construction. When parts are dry sand down thickness and round off all edges.

Build wings directly over plans using parts and strip stock as noted. Build in dihedral as shown on the small front view plan. Make sure wing root ribs are set at the correct angle during construction. For best flying 1/16" of washout (Wing tip trailing edge higher than leading edge) is recommended. Build washout in during construction.

Cut out pre-machined nose block and sand to contours shown on plan. Install four strips of wood or

a piece of sheet balsa on the back side of the nose block so it is held snugly in the front opening of the fuselage. Do not cement nose block in position, it should be removable for winding and thrust adjustments. Assemble prop, thrust button and prop shaft. Bend end of prop shaft over for free-wheel prop action.

Cover all parts with tissue before assembly. We recommend that tissue be doped into place with a plasticized clear dope, like SIG Lite Coat. For an ultra-light model cover wing and tail surfaces on one side -do not shrink or dope tissue. On a regular model cover all surfaces with tissue and lightly shrink the tissue by spraying with rubbing alcohol. Dope all surfaces with one or two thinned out coats of plasticized clear dope. Pin wing and tail surfaces to the building board to prevent warps when shrinking or doping tissue. NOTE: Make sure tissue is attached to structure where struts attach.

For a light-weight flying model colored tissue should be used for all trim. Apply trim before assembly of model. Cut out trim from tissue, using the plans as a guide, and dope into position.

Cement tail surfaces to fuselage and let dry. Cement bottom wing to fuselage at correct dihedral angle and let dry. Block biplane top wings into position and check fit of struts; trim struts as required. Cement top wing in position and let dry. Make and assemble landing gear and support struts as shown on plan. Machined balsa wheel discs are provided in kits. Cut out wheel-disc halves and cement together so the grain is crossed. Cut off short sections of aluminum tube and cement into wheel centers for hubs. Sand and finish wheels with sealer and paint as desired. Cement drops hold wheels to axle or landing gear.

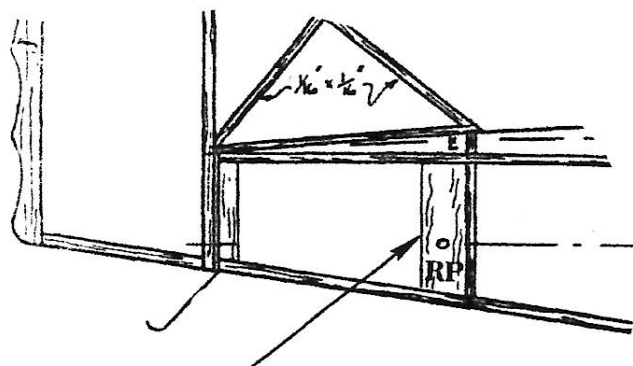
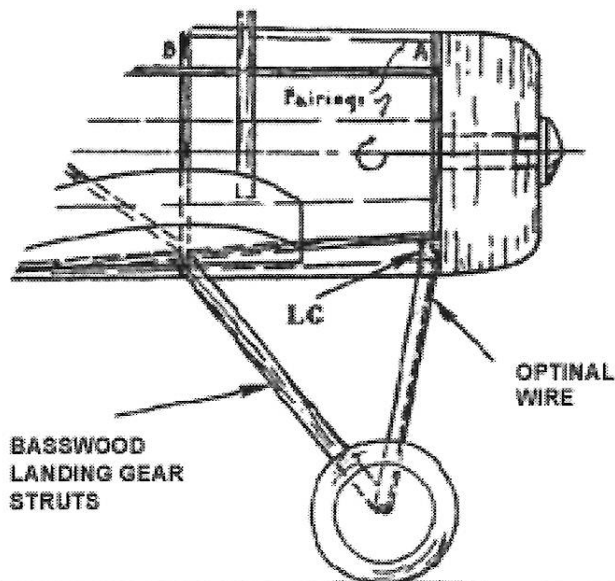
Wash all coating off the rubber strip. Make a loop that is 1/3rd to 1/2 again as long as the distance between the rear peg and prop hook. Tie a square knot in the rubber strip and lubricate rubber motor with rubber lube. Install motor.

Balance model at a point approximately 1/3rd of the way back from the leading edge of the wing. Add weight, as required, to the inside of the nose block or under the tail. Balance should be made with the rubber motor installed and wound just enough to take up the slack. NOTE: If different lengths or sizes of rubber are used the model may require rebalancing.

With model balanced and warp free, test glide with about 100 turns in the motor. Flight speed should

be quite slow if you've built a light (less than 1/2 ounce) model. If model zooms or stalls add more weight to the nose block. If glide is steep and fast remove some weight from the nose. For ease in adjustment we recommend that the model be flown in a left-hand circle. Gently warp the rudder to the left, as viewed from the rear. Make small adjustments and repeat glide tests until model makes a large left-hand circle. When glide and circle adjustments are satisfactory proceed with the powered flight adjustments.

Wind motor about 200 turns and observe powered part of flight. These are slow-flying models, so launch with a gentle shove -- don't throw! If the model zooms or stalls under power add shims to the top rear of the nose block -- down thrust. If model flies in a tight left-hand circle and loses altitude under power -- a spiral dive to the left -- add small shims to the left-hand side of the nose block as viewed from the rear. Keep adding about 100-150 turns to the motor as test flights proceed. Make thrust adjustments as required until the model makes stable flights with a fully wound motor. For maximum performance stretch the motor two or three times its length and use a winder; slowly move towards the model as turns are put into the rubber motor.



ADD REAR PEG SUPPORTS
"RP" WHEN BUILDING SIDE

This instruction sheet copywrited 1975 was included with my VINTAGE AERO KIT of the Megow WW1 SPAD. I have rearranged it and the two page plan to fit the format of this newsletter. While the instruction is generally valuable, I would move that rear peg forward one more bay and use a well braided motor four times the peg prop hook distance. The cowl is best made by laminating sheet to make it easy to provide a large removable nose block. Use basswood for the cabins and provide some extra structure where they attach to the longerons. Put cross members at the cabin locations and run that diagonal to the rear cabin attach point. A generous gusset at the front cabin attach point would not be amiss. The bottom wing is attached with staple wire pins at the LE and TE. Beef up the lower longeron at the attach points. Mount the wings at three degrees angle of attack. A 1/16th wide strip of Sig hinge C-Aed to the ends of the balsa interplane struts goes in a small slit in the ribs. This is Ambroided in the rib. The struts don't rotate as they might if monofilament pins were used. Hard wood wheels were originally supplied. Like the rest of these early Megow 10 cent kits the Spad is not very scale, but is a gangbusters flyer with a 5 or 6 inch prop, four strands of 3/32 rubber, some generous downthrust, and a clutch.

THE SECOND GENERATION MOUSTIQUES

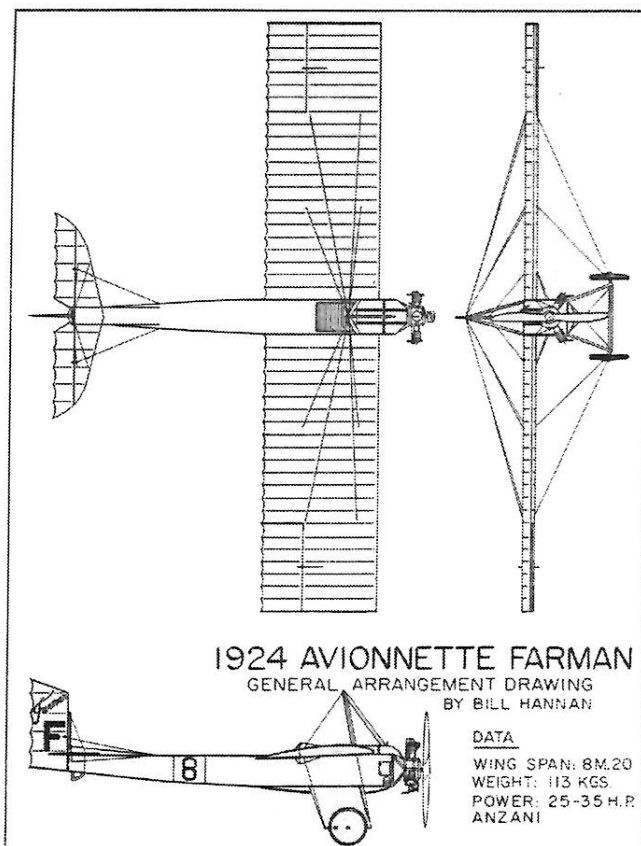
Bill Hannan

Although various small differences appeared over the years, a major design revision resulted in a series of more sophisticated Mosquitos with greater wing area, additional bracing and other powerplants. Among the engine choices were the 3-cylinder Anzani radial, 3-cylinder Salmson radial, and the 4-cylinder in-line Sergeant.

During July of 1924, the Association Aeriene Francaise organized a cross-country race in the interest of promoting lightplane development.

The winning Mosquito is the subject of our second general arrangement drawing.

Again we find a fuselage of an unknown but dark color, and wings, tailplanes, wheel discs and pylon struts of a lighter color. The wing rib-tapes were of an even lighter color and showed a marked contrast to the wing fabric. The wide landing gear legs apparently matched the fuselage color. "FARMAN" and the letter "F" in black were on both sides of the rudder. The black competition number "8" located in a white rectangle appeared on both sides of the fuselage.



Power scale bonus points?

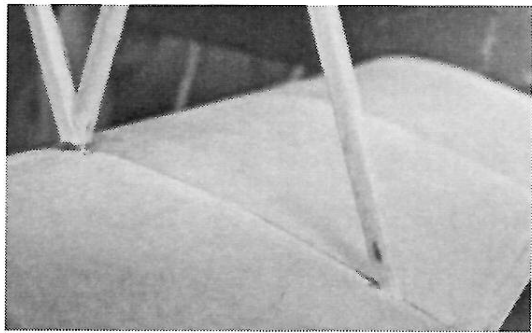
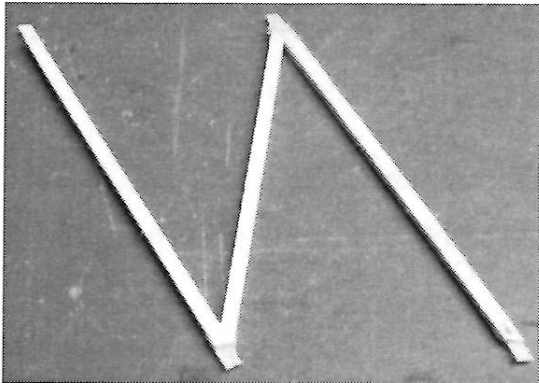
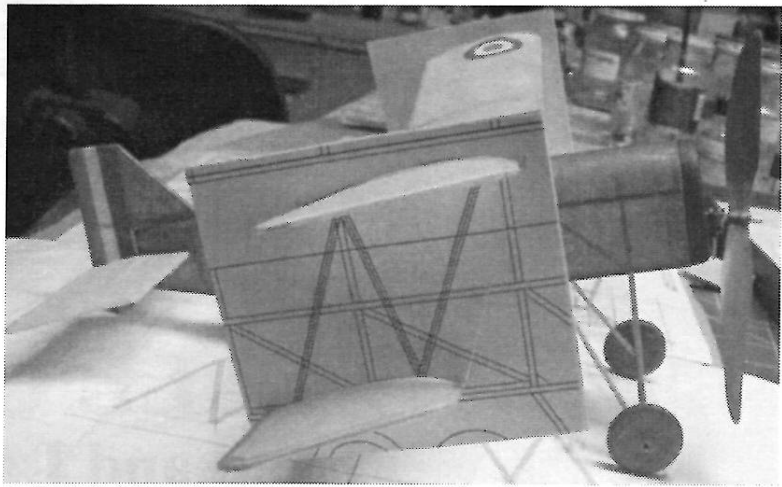
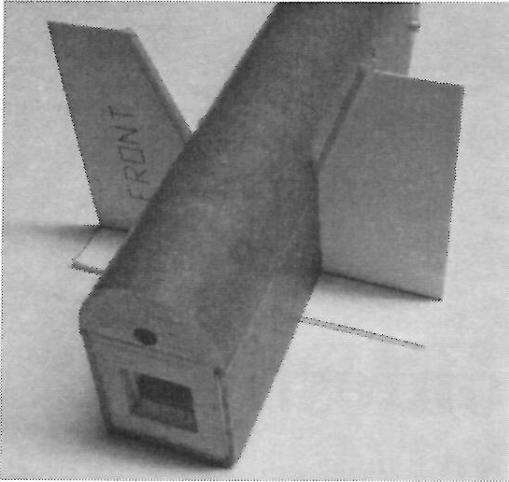
With the use of modern electric power awarding points per "ADDITIONAL BONUS POINTS for MULTI-RUBBER POWERED - PROP MODELS" make no sense. With electric power, multi engines and pushers are not the problem they are with rubber or even Co2 and wet motors. Central mounted props are not the extreme advantage they are with rubber and even verses odd makes no difference.

A flat 5 points per additional motor would be more reasonable. For instance a trimotor should be awarded more points than a twin not the other way around like it is now.

Bonus points should also be awarded for realism of flight. These are scale models not contest free flights.

Motor runs should be limited to 60 seconds. Using Lipos it's trivial to power a model for a 120 second max.

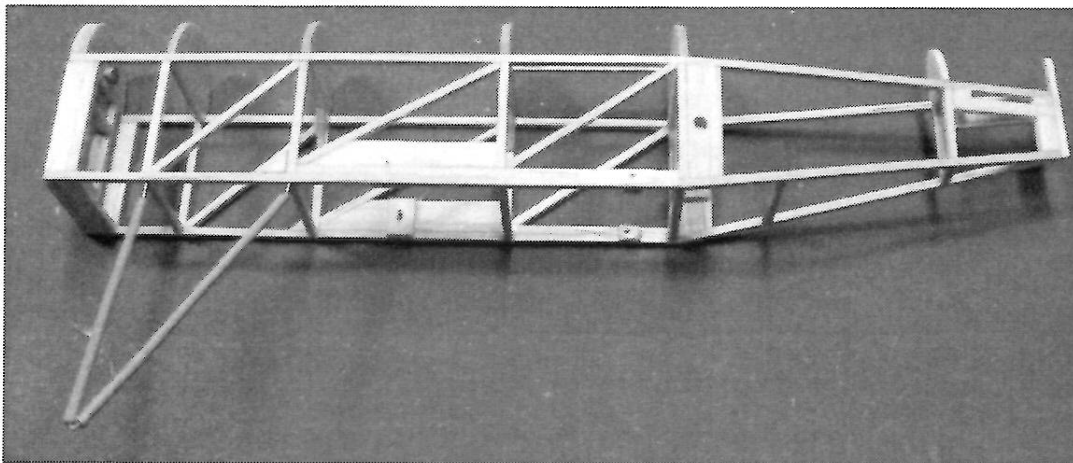
I would also award 20 points for a ROG.



Simple jigs make aligning the wings easy. First the cabanes are mounted, the lower wings are attached and the interplane strut tabs are plugged into their slots. Then the interplane jigs are used to confirm the alignment and the cabanes are Ambroided in place.

Note the ends of the interplanes have Sig hinge strips as tabs. This really strengthens the bogus 'N' strut joint. Sig Easy Hinges (SIGSH710) are flexible paper like strips that are normally cyanoed in place on R/C models. They have kind of a porous surface to improve glue adhesion. Since they can be easily cut in narrower strips, I highly recommend them for strut ends on models. Cyano them into slots cut with a fine saw blade in the end of struts. I use a saw tooth blade that looks like a #11 blade and fits in a #1 Exacto handle. A small slit is made in the wing ribs to receive the strut ends. Ambroid this end, you may want to remove it sometime. These tabs are a big improvement over the monofilament pins I used to use since they prevent rotation of the strut but still allow it to flex in bending.

The bamboo U/C struts are carefully drilled with a #77 drill for staple wire inserts. Holes are drilled in the longerons to receive them. The cabanes are similarly mounted to the longerons. The pins are



cyanoed into the struts and Ambroided at the other end. Note tubes to receive the lower wing staple pins. Extra structure is provided at the rear to accommodate a one piece stab. No fear you still need aft ballast.



2009 FALL Contest

Land and Lake

Friday, NOVEMBER 13 4:00PM until dark
On the lake at Dave Rees's, Goldsboro, NC

ROW – Scale, non-scale, stick

Saturday, NOVEMBER 14 9AM – 5PM
Carolina Sod Farm, Raeford, NC
AMA/FAC Events

**NOTE THE DATE HAS SLIPPED A WEEK FROM THAT STATED IN
THE LAST MAXFAX!**

Mass Launch:

10:30AM WWI Biplanes
11:30AM Combined Racers
12:30PM WW2 Fighters
1:30PM Modern Civil
2:30PM Navy Scale*
3:30PM PHANTOM FLASH

Timed Events:

AMA Hand Lunched Gliders
AMA Catapult Gliders
AMA P-30
FAC Jet Catapult Glider FAC Embryo
FAC Golden Age
FAC Dime Scale
FAC EMBRYO

Judged Events:

FAC Scale and FAC peanut Scale Combined, and FAC Power Scale

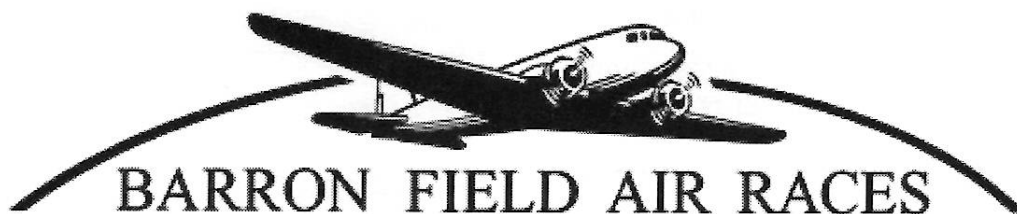
***Navy Scale Rules:**

- Event is a mass launch for scale models of any airplane from any navy (any country and includes Marine and Coast Guard).
 - Model must be in correct navy color and markings.
 - Model must meet basic FAC mass launch rules.
 - Documentation of eligibility for unusual or obscure aircraft is the responsibility of the contestant, and the decision of the CD is final.
-

Entry Fee \$5.00

CDs: Dan Driscoll (djdriscoll@cox.net) and Stew Meyers (stew.meyers@comcast.net)

Awards to third place



BARRON FIELD AIR RACES

OCTOBER 24-25, 2009

*

FLYING ACES CONTEST IN WAWAYANDA, NY

Saturday, October 24th

9AM-5PM

- * FAC Scale
- * Peanut Scale
 - Embryo
 - No-cal
 - Fiction Flyer Mass Launch
 - Oldtime Plan/Kit Scale
 - Golden Age Racers Mass Launch
(Greve & Thompson combined)
 - WWI Mass Launch (biplanes)
 - Megow 12" SE-5 One-Design
 - Goodyear Racer Mass Launch

Sunday, October 25th

8:30AM-3PM

- * Jumbo Scale
- * Power Scale
 - Modern Age Civilian
 - Dime Scale
 - WWII Mass Launch
 - Modern Military Mass Launch
 - Golden Age Scale
 - Catapult Jet Scale
 - Flying Horde (any scale model)
 - Harvey Wallbanger Award

* flown either day

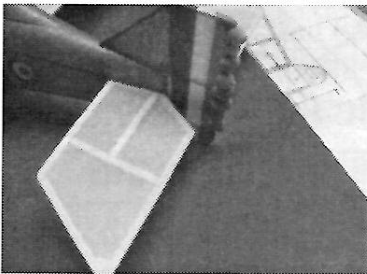
Entry fee is \$20. You must have a valid AMA card.

Contest Directors:

Tom Hallman 610-395-5656, John Houck 610-488-6235

Directions: www.hallmanstudio.com/wawamap.jpg

I built the 5¢ Megow SE5 in less than a week. Gees, I seem to remember building these in a weekend as a kid. It's so far out of scale the trains don't run there. But it's kinda cute. I built it as close to the plans as my engineering sense would let me. My mods were mostly structural. For aerodynamics I did set the wings at 3 degrees incidence. But otherwise I built it like the plan --N struts and all on a SE5? I did substitute colored tissue for the cut out black and white insignia on the plans but they are otherwise the same. I have even violated my rule of having a pilot in all open cockpits. It's not on the plan. Structural modifications are shown in the photos.



Yes, it flies --with a gram of tail ballast! That rear peg should be further aft which would also allow a longer motor.

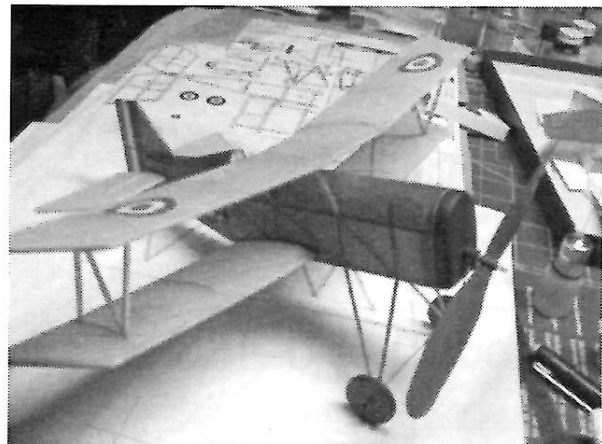


Photo Page 19.

Photos from Geneseo Non-Nats

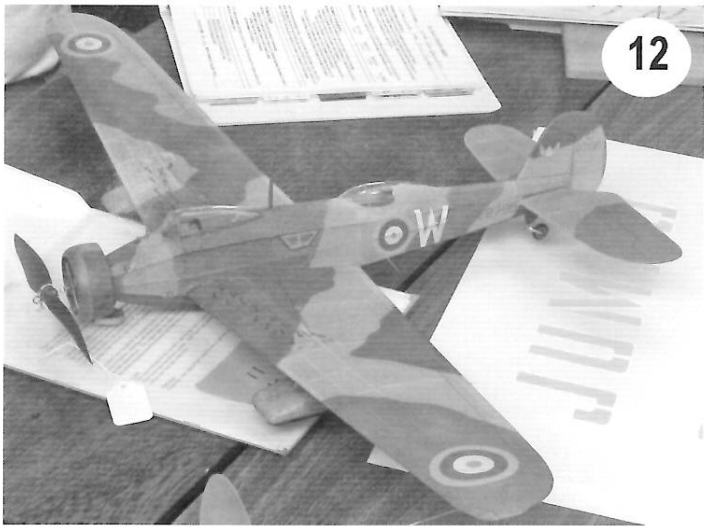
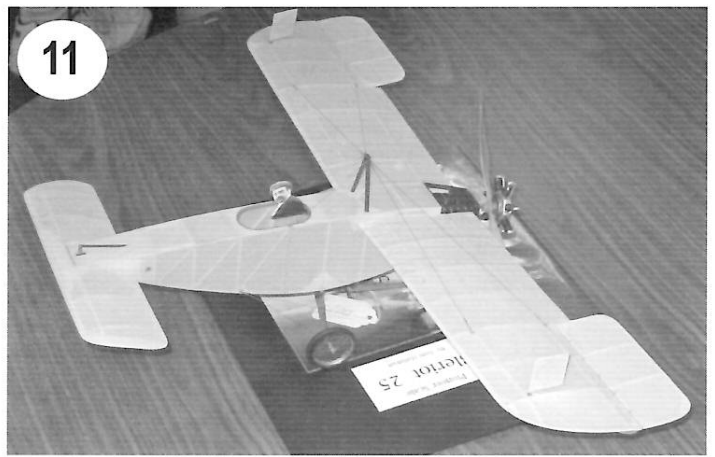
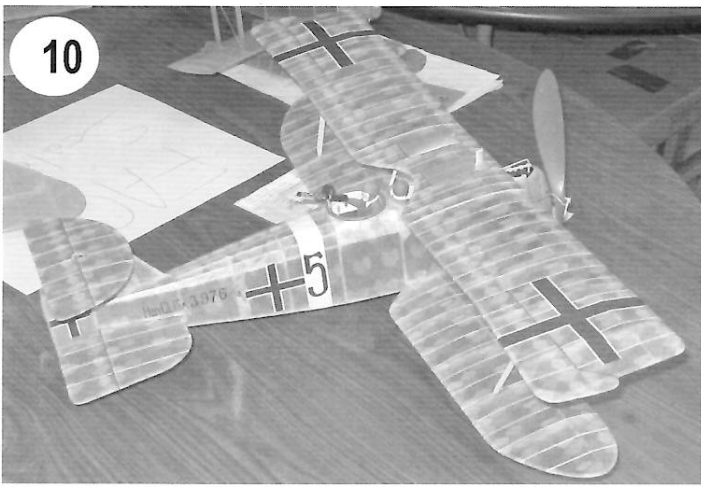
10. Paul Boyanowski's Hannover.
11. Tom Hallman's Bleriot 25.
12. Tom Nallen II's Vickers Wellsey.
13. Stinson Reliant unknown builder.
14. Douglas Beardsworth's Albatros
15. Ed Pelatowski's Folkerts SK-3
16. Luc Martin's Leduc RL16, a garage built altitude record holder.
17. Greg West's great flying Blackburn Shark from a Comet plan.
18. Pat Murry's BV 138, an impressive flyer.
19. John Houck's Miles M.38 Messenger 2A based on a 40" radio controlled plan for a Miles Gemini twin electric by Keith Sterner. This is an electric RC design converted to rubber as an answer to all the people say that rubber powered models would be great if converted to Electric RC.

What should the power be for the 5¢ SE5?

Take the empty weight, 15 grams and add 1/3rd assuming a 25% rubber fraction. That gives us 20 grams. Now divide this by 90 to get the total rubber width. $20/90=0.222 \sim 0.25$ or 1/4 is close enough. That's two strands of 1/8th. Now how long should it be? We assumed 5 grams of rubber. That would be 30 inches. The hook length is only 4.5 inches. That would be a 6.7 ratio and a bit too high. 24 inches gives us 4 grams of rubber and 5.3 ratio and a 20% rubber fraction which is doable. You need to braid the snot out of it and use a rear spool. I put in 300 turns. You ought to be able to wind it to 1800 turns and be safe at less than 80% of burst.

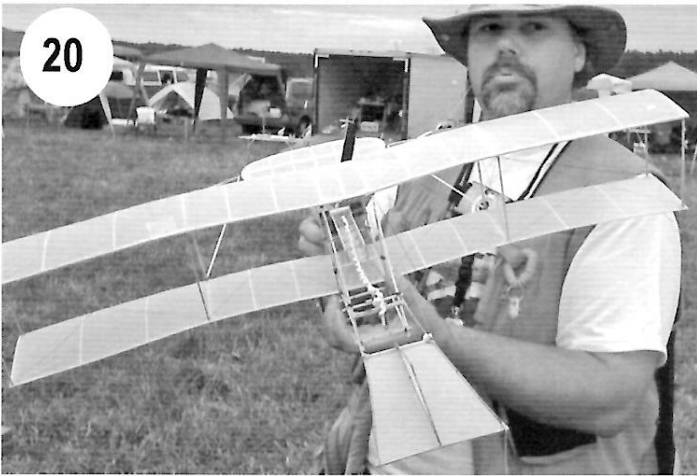
Photos on Back Page

20. Ron Gosselin with his Slow Flyer, a Ferber type S.
21. Glen Simperts is back with us. Here is his Embryo at the Non-Nats.
22. Dan Driscoll winding his perennial Wren.
23. Tom Nallen II with his GB QED.
24. Scott Dobberfuhl with his Geary Circular Triplane Slow Flyer.

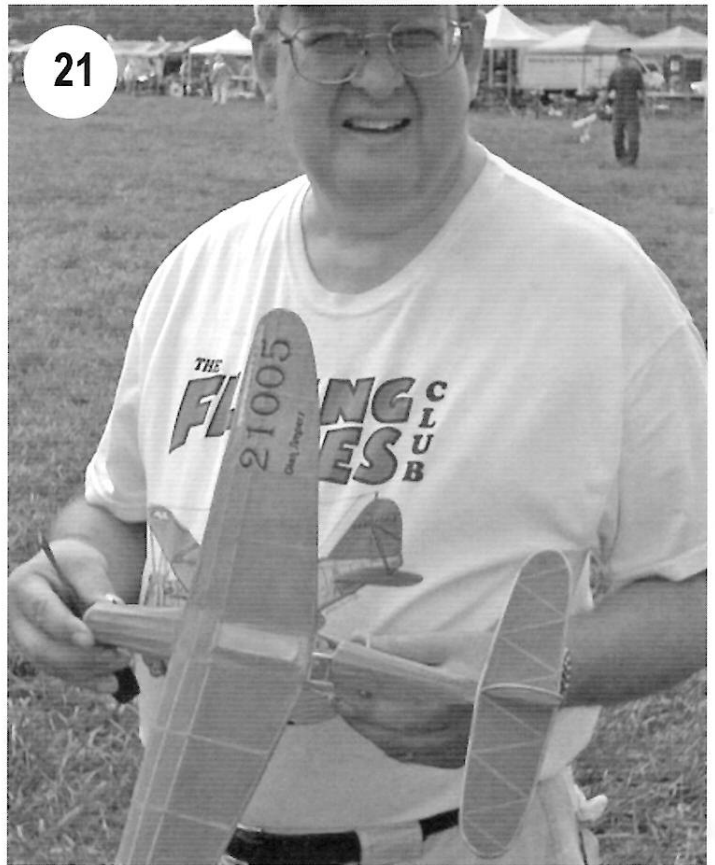


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MAXFAX JULY/AUGUST 2009



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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@VERIZON.net

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

Your DUES are due



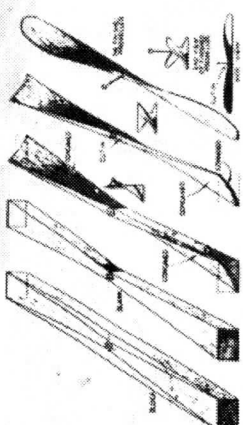
INSTRUCTIONS
MODEL AIRPLANE SHOP
6527 E. Bowler St.
Philadelphia, PA.

MAKE THE BODY
Cover the plan carefully. Build the two sides of the fuselage from square pieces over the drawing. Cut each joint with one drop. For each wing tip and bottom wing crosspieces. Cut out corners A, B, C and cement in place. Cover with 1/64" balsa until a piece for wire fitting is cut. Cut out with 1/64" balsa and cement back of cockpit.

MAKE THE NOSE BLOCKS
Shape pieces 1 and 2. Fit as shown on the plan and cement to the body.

PUT ON THE FITTINGS
Put on the rear hook and prop shaft.

MAKE THE PROPELLER
Sawpaper propeller. If you want to make one, use a 3/8" prop shaft.



MAKE THE LANDING GEAR
Cut wheels (4) cement together thus leaving the wheels. Cut out the landing gear struts from bamboo.

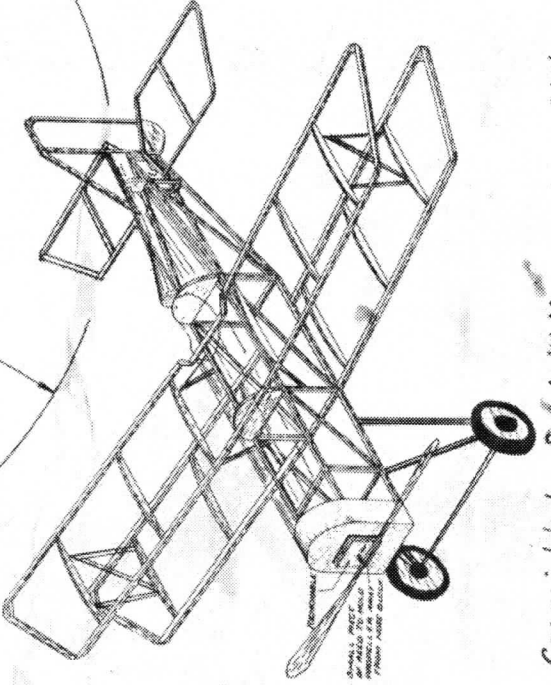
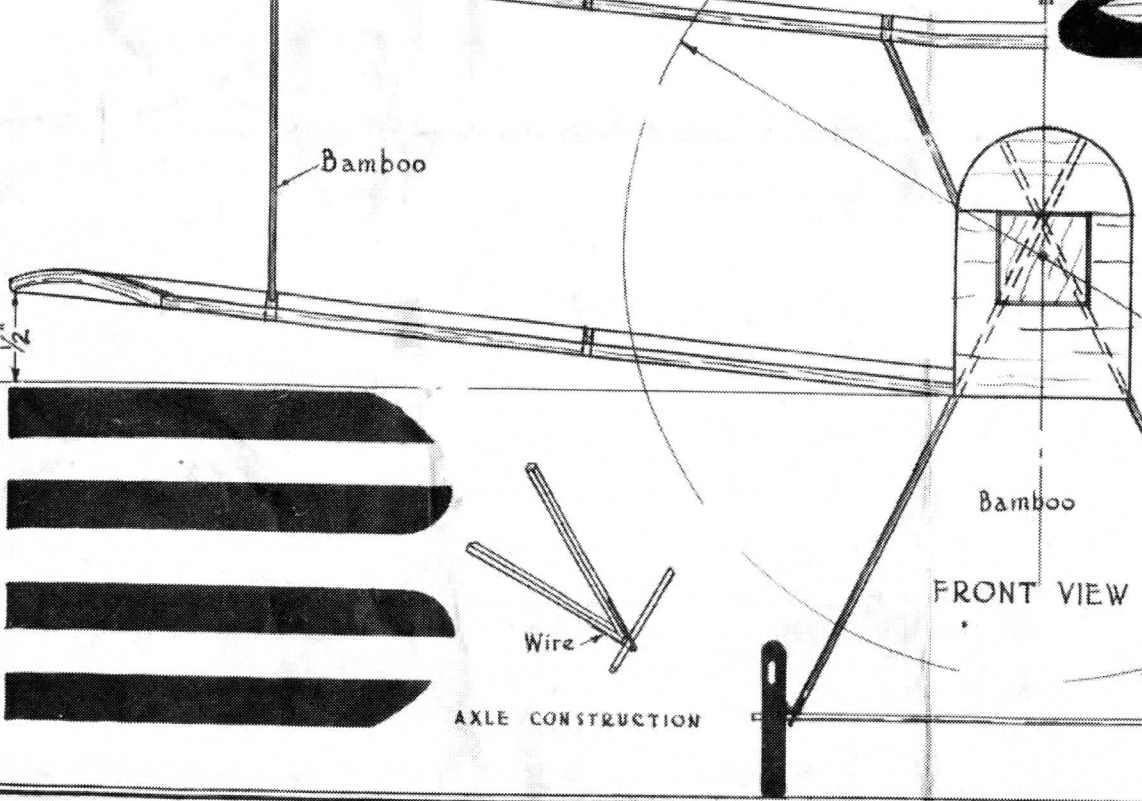
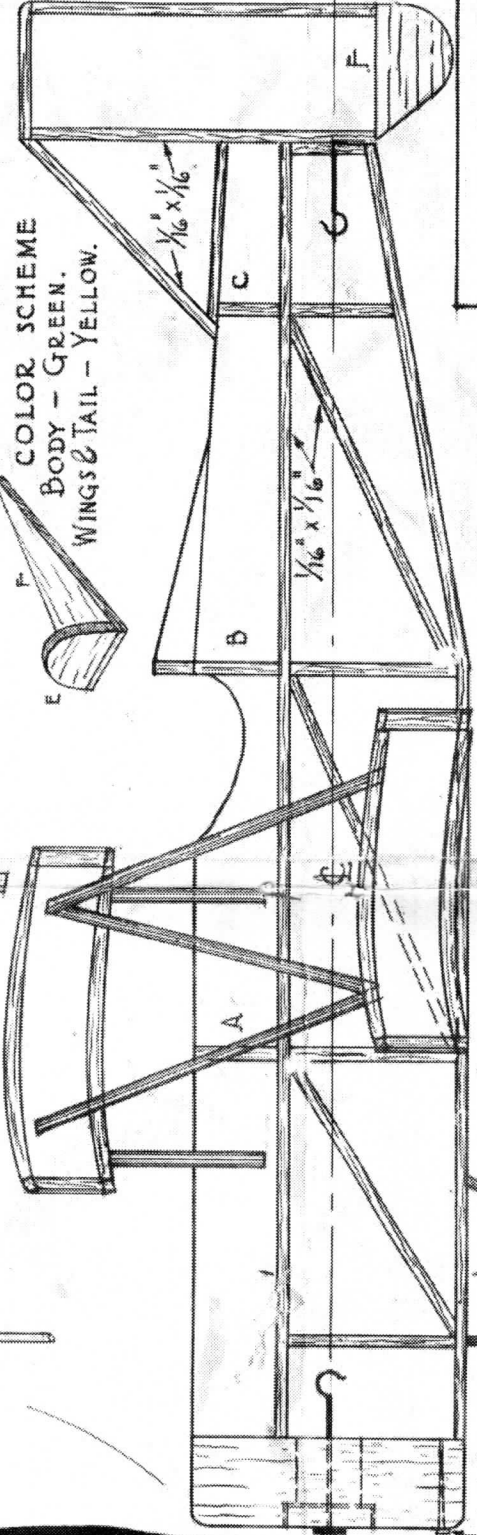
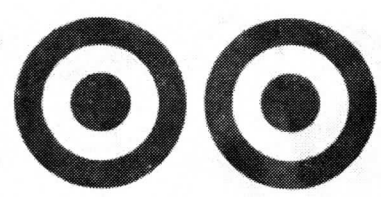
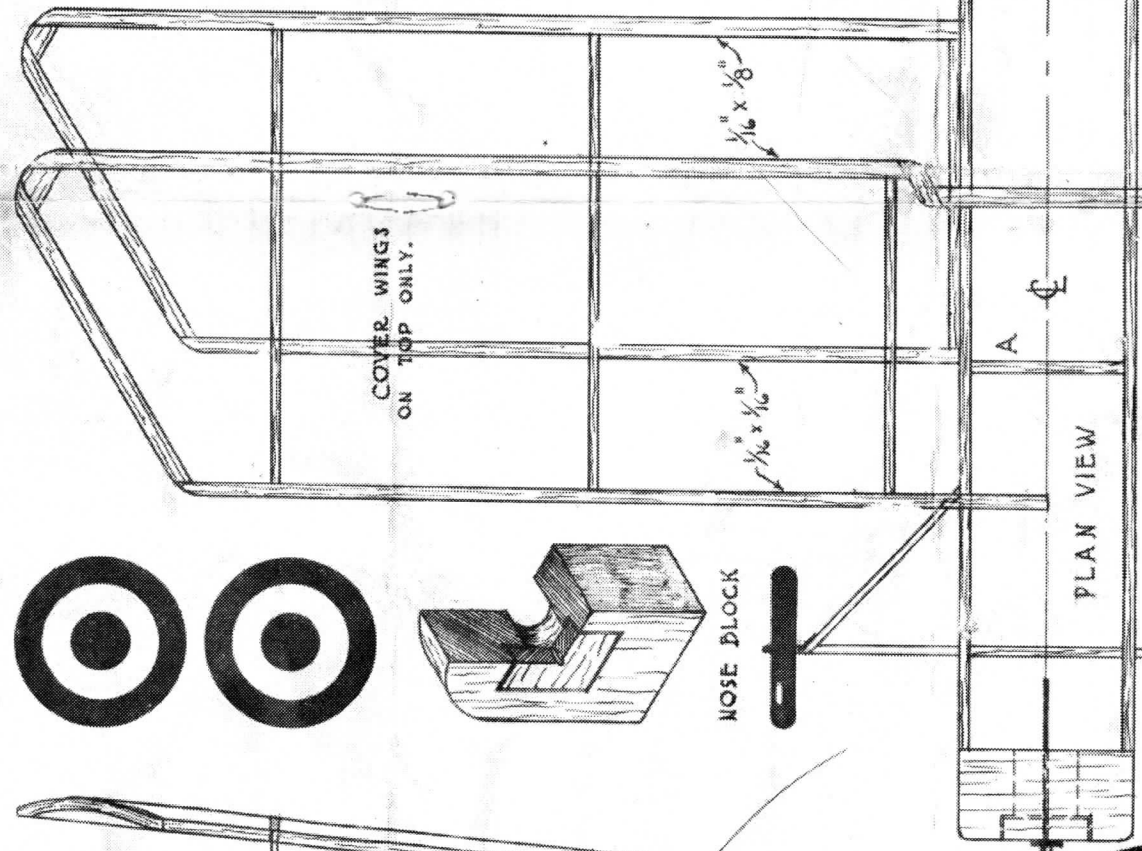
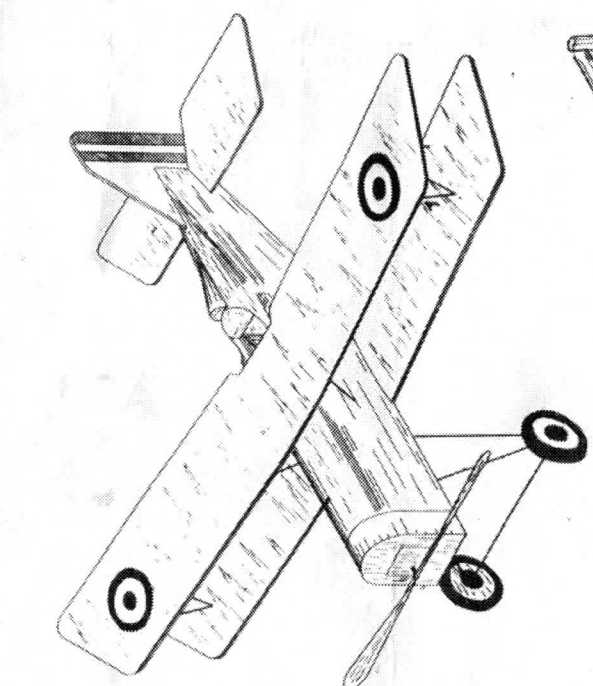
MAKE THE TAIL PIECES
The rudder and elevator are made with 1/16" x 3/32" struts then covered with paper. Put on struts. Cut from plan.

MAKE THE WING
Cut out stepped ribs. Assemble wires. Be sure to make pairs. Struts are made from bamboo. Be sure to bend the wings as explained on the plan. Put on "D" struts between wings to the body.

FLY
Turn the propeller about 75 times and let go. If it noses up, put a nail in the nose block, continue this until it is properly balanced.

LIST OF MATERIAL

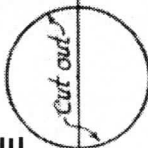
- 1 lb. Yellow Paper
- 1 lb. 1/16" x 3/32" Struts
- 7 Pa. 1/16" x 3/32" for body
- 4 Pa. 1/16" x 3/32" for Rudder and elevator
- 4 Pa. 1/16" x 3/32" Leading Edge
- 4 Pa. 1/16" x 3/32" Trailing Edge
- 1 Pa. 1/16" x 3/32" Wheels, Formers.
- 1 Pa. 1/16" x 3/32" Bamboo
- 1 Pa. 1/16" x 3/32" Propeller
- 1 Pa. 1/16" x 3/32" wire fittings (rear hook, prop shaft, wire, washers)
- 1 Pa. Rubber
- 1 Pa. Cement
- 1 Pa. Duct Tape
- 1 Pa. 1/16" x 3/32" Nose Block
- 1 Pa. 1/16" x 3/32"



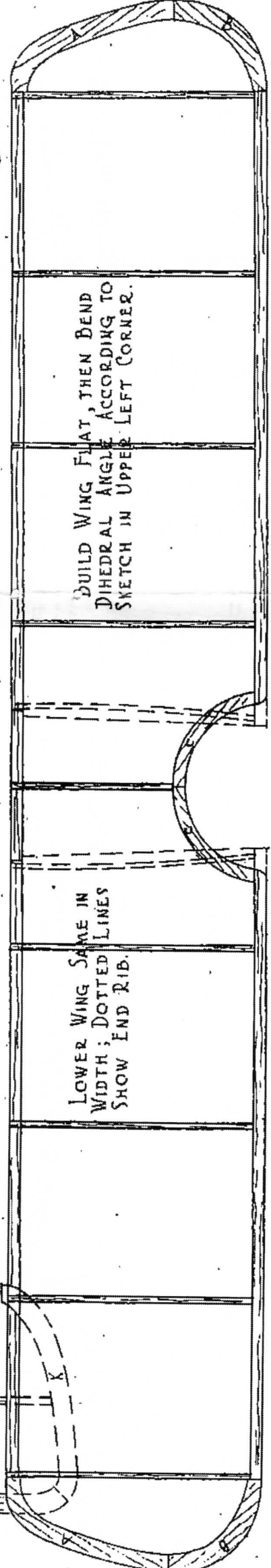
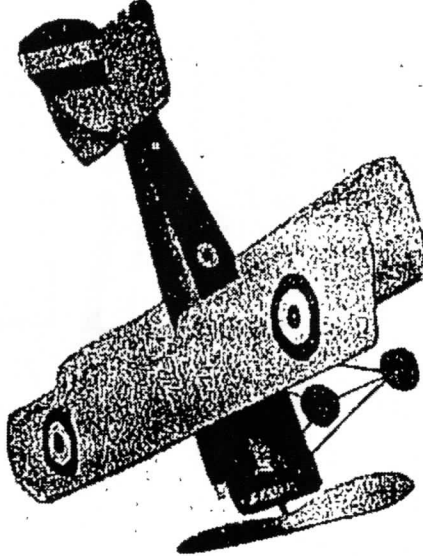
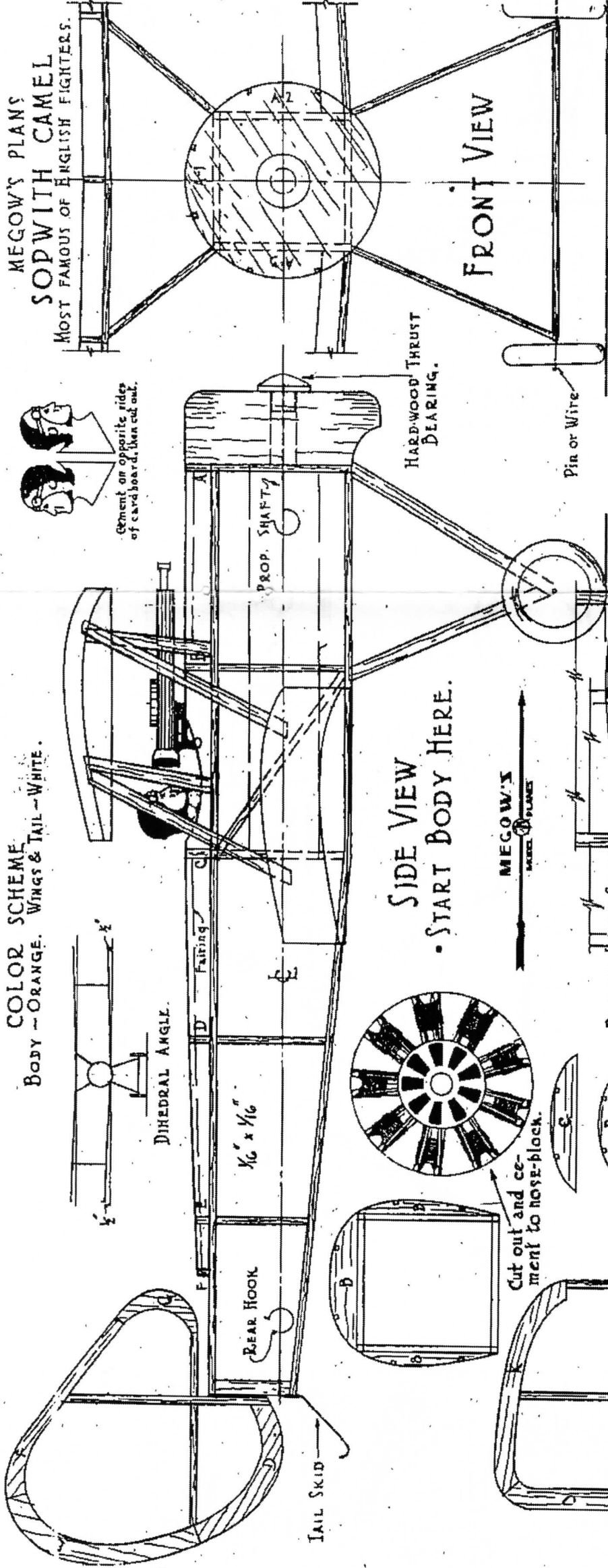
NOTE THE PLAN HAS BEEN REDUCED BY 90.9% TO FIT ON PAGE. ENLARGE BY 1.10 TO 12" WING SPAN TO REPLICATE ORIGINAL SIZE

MEGOW'S PLANS

-S.E. 5-
A British War Plane used extensively by the Allies. This ship was an excellent flyer, and so is the model. It will also stain.



COLOR SCHEME
 Body - Orange. Wings & Tail - White.



MEGOW'S PLANS
SOPWITH CAMEL
 MOST FAMOUS OF ENGLISH FIGHTERS.

MEGOW'S MODEL AIRPLANE SHOP

CONSTRUCTION NOTES

1. The body is to be built in two parts as shown in the drawing. The front part is to be built first. It is to be made of 1/8" plywood and 1/16" balsa. The rear part is to be made of 1/8" plywood and 1/16" balsa. The two parts are to be joined together with cement. The body is to be built in two parts as shown in the drawing. The front part is to be built first. It is to be made of 1/8" plywood and 1/16" balsa. The rear part is to be made of 1/8" plywood and 1/16" balsa. The two parts are to be joined together with cement.

2. The body is to be built in two parts as shown in the drawing. The front part is to be built first. It is to be made of 1/8" plywood and 1/16" balsa. The rear part is to be made of 1/8" plywood and 1/16" balsa. The two parts are to be joined together with cement.

3. The body is to be built in two parts as shown in the drawing. The front part is to be built first. It is to be made of 1/8" plywood and 1/16" balsa. The rear part is to be made of 1/8" plywood and 1/16" balsa. The two parts are to be joined together with cement.

4. The body is to be built in two parts as shown in the drawing. The front part is to be built first. It is to be made of 1/8" plywood and 1/16" balsa. The rear part is to be made of 1/8" plywood and 1/16" balsa. The two parts are to be joined together with cement.

5. The body is to be built in two parts as shown in the drawing. The front part is to be built first. It is to be made of 1/8" plywood and 1/16" balsa. The rear part is to be made of 1/8" plywood and 1/16" balsa. The two parts are to be joined together with cement.

6. The body is to be built in two parts as shown in the drawing. The front part is to be built first. It is to be made of 1/8" plywood and 1/16" balsa. The rear part is to be made of 1/8" plywood and 1/16" balsa. The two parts are to be joined together with cement.

7. The body is to be built in two parts as shown in the drawing. The front part is to be built first. It is to be made of 1/8" plywood and 1/16" balsa. The rear part is to be made of 1/8" plywood and 1/16" balsa. The two parts are to be joined together with cement.

8. The body is to be built in two parts as shown in the drawing. The front part is to be built first. It is to be made of 1/8" plywood and 1/16" balsa. The rear part is to be made of 1/8" plywood and 1/16" balsa. The two parts are to be joined together with cement.

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