

MAX FAX



Journal of the D. C. Maxcutters

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

Editor: Stew Meyers

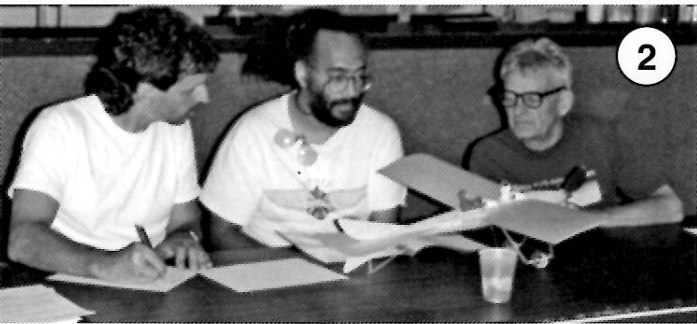
NOV-DEC 2010

Dave Stott 1929-2010



Photo Tom Hallman

Photo Page



MaxFax Nov-Dec 2010

Stew Meyers Editor

Dave Stott Issue

We last saw Dave Stott at the 2010 Geneseo Nats. When Dave did not show up at Wawa, we heard he was in the hospital. He went west the next week end. Dave not only was the cofounder of the Flying Aces Club, but embodied its true spirit.

Dave was a letter writer rather than an e-mailer I include his last missive on Dimers. In addition to being a master model designer and craftsman he had quite a sense of humor.

The centerfold in this issue is the Comet Dimer #123 *Curtiss Airmail Biplane*. This appears to be a typical Comet 10 Center. However, look closely at the title block. Regular Comet Dimers were the One Star Series; this says Lone Star Series. Jack Fike kitted it as part of his Scale Flight Models series, and it is now available from Penn Valley Hobbies. However, I couldn't find it in the Comet catalogs. I was finally able to pin down Dave on this. It's his forgery in the Comet style. Talk about true Pseudo Dimers!

We also have his *Ionosphere Intruder Embryo* and *Hollywood Hamilton* is this issue. I had meant to feature the *Blackburn Baby Seaplane*, but Rich beat me to it in the FAC newsletter, so we have the *Alliance Argo* instead. These plans are from the Planbook of the Airdevil Model Co. Check it out for more of his designs.

I have also repeated plans for the Parlor Fly with some minor corrections. It was great fun flying one at the last NBM flying session. Build one for the March 6 event! NBM results are in this issue. Finally more poop on electric power for free flight is included.

YEAH, THIS ISSUE IS REALLY LATE.

HOPEFULLY WELL CATCH UP NEXT MONTH.

If you read the spread by Denis Norman in the February Model Aviation, you might think the FAC is in dire straits. Not so! We will have a non-nats this year. The newsletter is improved and in good hands. The Club has reorganized. Check out the FAC Web site.

Photos Page 2

1. Dave Stott with a Peerless Bellanca Cruiseair.
2. Dave with his sons Paul and Vance judging Dave Rees' Torpedo at the Nats.
3. Dave's 12" Dallaire Fokker D-17 Dimer.
4. Dave's *Mission Impossible* Twin Embryo complete with retracting landing gear.
5. Dave holding his Jumbo Taylor Cub at the 2010 Nats.
6. Hurst Bowers admiring Dave's Blackburn Blackburn from Hurst's plans published in MaxFax. Hurst thought the design was ugly enough to be loved like a bulldog. This tickled Dave sense of whimsy.
7. Vance Gilbert holding Dave's Jumbo Helldiver.

June 8, 2010

Dear Ten Cent Laddie,

Read your Dime Scale Clarification with great interest. The *no repeat* Pseudo rule is quite impossible to comply with. In spite of the glut of info available on-line, there is sure to be quite a few of the old 10c kits unknown to many of us. I don't know if a listing appears on the internet, or not. I daresay, no one is expert enough to list all of the genuine Dime Scale kits. But, how many search diligently? Enthusiasm sometimes overshadows all else.

For example, I was trapped by the same circumstance as Rich Weber in that I began laying out a Curtiss YP-37 as an Airdevil Model Co. pseudo, when lo and behold, I discovered that Hi-Flyer had done one already. It appeared in the KAPA news. I have also had two twin motor Embryos, which had competed often, made obsolete by trivial rule changes. I liken all this to a bad call made by an umpire in a baseball game. You don't like it, but you go to bat again. I hope Rich steps up to the plate again.

I truly believe that a set of perfect rules for Pseudo Dimers is as unlikely to happen as a complete list of the genuine ones.

Enclosing two pics of one of the Embryo models made obsolete when wing area rule was changed from useful (exposed) to projected, which includes those portions over or through the fuselage. "Mission Impossible" had tricycle retractable landing gear. Zero bonus points for such clap-trap.

STOTTSKY



Mission Impossible Embryo

FAC Web site: www.flyingacesclub.com

DC Max Web site: www.dcmmaxecuter.org

David A. Stott

May 15, 1929 - October 30, 2010
Co-Founder of Flying Aces Club

David Anthony Stott, age 81, of Trumbull, beloved husband of Theresa D'Angelo Stott, passed away on Saturday, October 30, 2010 at St. Vincent's Medical Center surrounded by his loving family. He was born in Kingston, PA to the late Ernest and Ellen Dailey Stott. Dave Stott had a lifelong love affair with aviation in all its forms. He worked on the assembly line at Chance Vought Aircraft and after serving in the U. S. Army during the Korean Conflict, spent 39 years at Sikorsky Aircraft as a fabricator in the model shop and then in engineering in advanced design until his retirement in 1991. His craftsmanship was renowned. Dave seemed to know every airplane that had ever been built, no matter how obscure, ranging from the wood-and-fabric pioneer aircraft to those of the jet age. He was an avid reader, particularly of books on polar exploration, and loved to listen to Mozart. He will long be remembered for co-founding the Flying Aces Club (along with Robert S. Thompson), a model airplane movement that had its beginnings in Southern Connecticut but which would eventually spark national and international interest in rubber-powered, flying scale models. Today, many of the flying events that he and Bob created are routinely flown around the world. Flying Aces Club chapters exist throughout America as well as in Canada, England and Australia. Dave was a prolific and gifted designer and builder who published scores of articles on model building in club newsletters and model airplane magazines. He was an innovator whose beautifully crafted models were a blend of artistry, history, craftsmanship and engineering, some of which are displayed in the Museum of the Academy of Model Aeronautics and the Smithsonian. His flying buddies never stopped learning from Dave and will greatly miss his modesty, good humor and optimism. We have truly lost someone who was both our pilot and navigator. And most of all, he will be missed by his family. In addition to his wife of 57 years, he leaves to cherish his memory, daughter Francine Stott, son Paul A. Stott and his wife Sue Anne, his beloved grandchildren, Cassie Melinda Stott, Paul David Stott and Alexandra Giffes, several nieces and nephews and his "Fat Cat" Nonnie.

Dave's notes on the Airdevil models.

THE HOLLYWOOD HAMILTON

"Calling Barrancacalling Barranca.." who cannot come away from viewing that great old movie made in the 1930's titled, "Only Angels Have Wings" without that metallic chant firmly installed in the memory? Pilot Joe Salda, played by Noah Beery jr., unable to get through the pass returns to find the home base at that South American port-of-call socked in as well, wherein he crashes the Hamilton H-7 to his death. Boy! What thrills!! the rugged corrugated aluminum eight place transport powered by both Wasp and Hornet engines first flew in 1928. Northwest and Universal Airlines were both operators of this reliable craft.

THE MODEL

Weight of the test model was 18.9 grams, some of which was carried as nose ballast in the form of a clay ball 3/16 in diameter. Power was one loop of 3/16 FAI Tan I rubber 16 inches long. This motor turned a Sleek Streak plastic prop 6.6 inches in diameter. Thrust line setting was 7° down, and 5° right. A straight out climb followed by a right turn pattern and right turn glide is it's flight path. Here again is a chance to incorporate a 1-1/2 inch old time celluloid motor, for the full scale H-47 never used a drag ring. Ten cent designer's license similar to poetic license, is the reason one is shown on the plan. The ship is easily constructed and flown with no trimming difficulties. Source of 3-view used: aviation yearbook for 1930.

THE ALLIANCE ARGO

This two place biplane first took wing in 1929 powered by a Hess warrior radial engine that was manufactured by the same company as made the airplane itself. About twenty of these planes were built before the depression put a halt to it all. It was a rugged ship capable of performing outside loops as well as other aerobatics. An Argo fuselage was lengthened to 17 feet and used in the highly unorthodox "Nemeth" "Roundwing", sometimes called the "Umbrella plane".

THE MODEL

The test model had a flying weight of 21.2 grams. Power was one loop of 3/16 FAI tan I rubber 13 inches long. A balsa prop carved from a block 5.5 x 5/8 x 7/8 inches was used. Down thrust amounted to 7°, while 2° of right side thrust was used. Nose ballast consisted of a clay ball 1/2 inch in diameter. If the builder is fortunate, and possesses an old pre-war Japanese celluloid motor of 1-1/2 inch diameter, this would make a fine replacement for the clay ballast and enhance the effect of this pseudo Ten-center. The model is not difficult to trim. The test ship flies left under power in wide turns, with a glide to the right. There are no snags in construction. Source of 3-view used: aircraft yearbook for 1929.

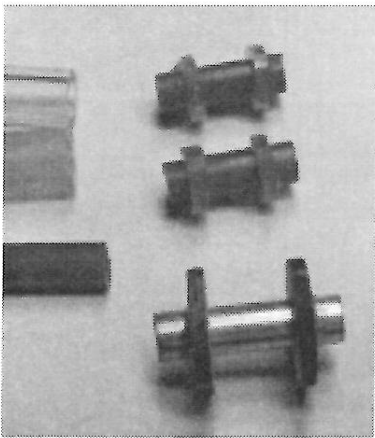
The Wobbly Peg

Dave published an article in Flying models on the rotating rear spool also called a wobbly peg. This allows a long length braided motor to work with a short distance between the prop hook and rear peg without bunching up. With the rear peg moved forward less ballast is required in short nosed models. This is but one of his contributions to the art of rubber model flying.

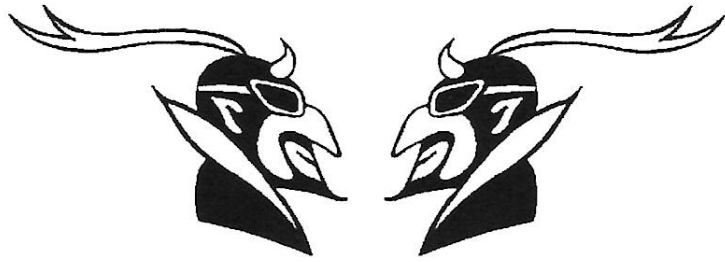
The Wobbly Peg Updated

At Wawayanda Doug Beardsworth showed me a variation of the wobbly peg using the red outer sleeve from Sullivan Gold-N-Rod #503 for the tube. He used a hot soldering iron to flair the ends to form a stop to keep the rubber on the spool. I tried this, but had a hard time between not melting the tube and getting a good flair even though I used a Variac to control the heat of the iron.

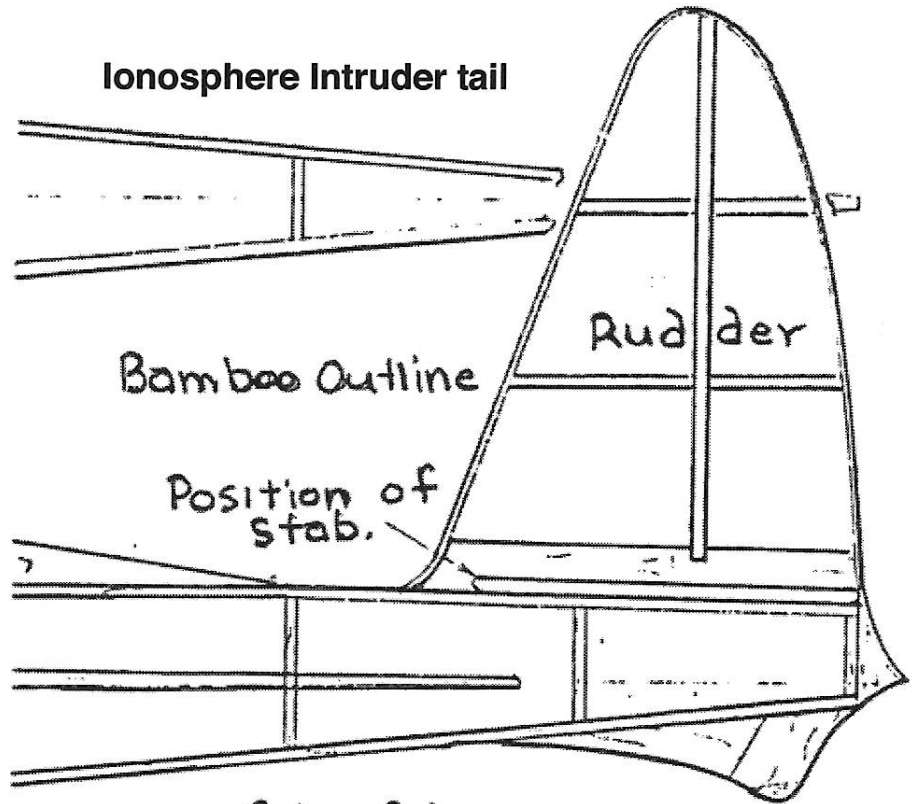
Since the red tube is 3/16 od and I had some 3/16 id thick wall Tygon tubing I tried cutting a couple of rings of it to fit over the tube. This made an effective rubber stop and allowed me to have the ends of the tube extend into my stuffing stick fork. I have since tried using large fuel tubing in lieu of the Tygon. That works too. A drop of thin CA prevents the stops from wandering. The plastic tube is lighter than an aluminum one. The rings take abuse from the rubber better than the balsa or ply disks I formerly used. My completed peg weighs 0.2 grams. A cheap price to pay for eliminating bunching and getting a full motor run with out cg shift.



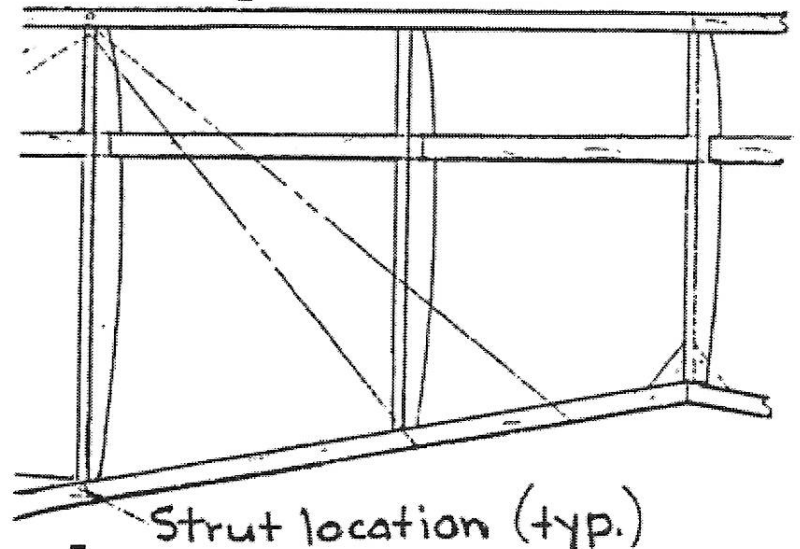
Top Tygon tubing
 Middle Large fuel tubing
 Left Gold-N-Rod outer seelve.
 Bottom old style Aluminum tube with
 balsa stop rings weigh twice as much.

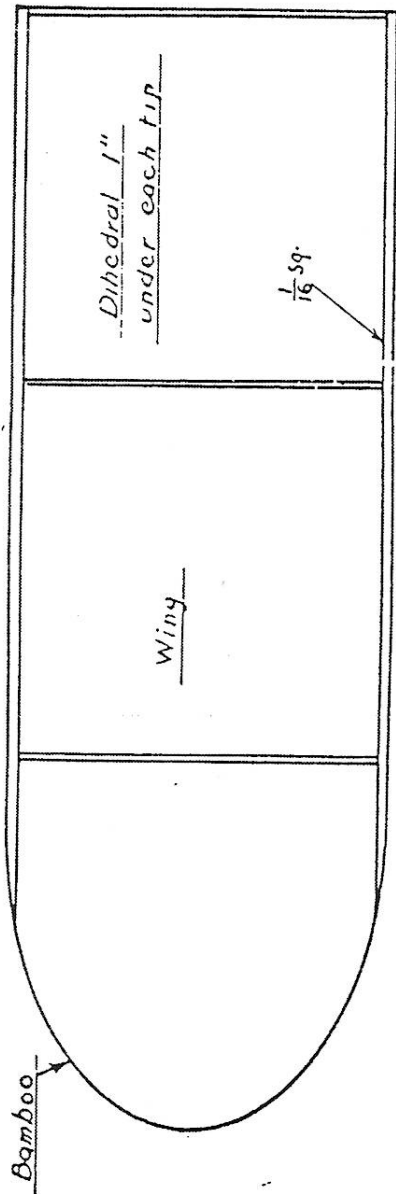


Let the Airdevilil profile pilot your Stott design

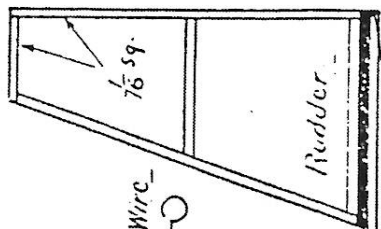
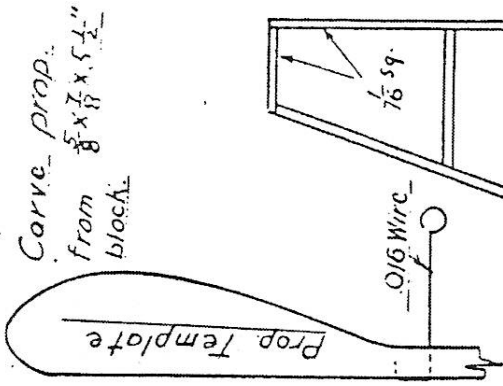


Color Scheme:
 All over ethereal white
 w/contrasting trim.



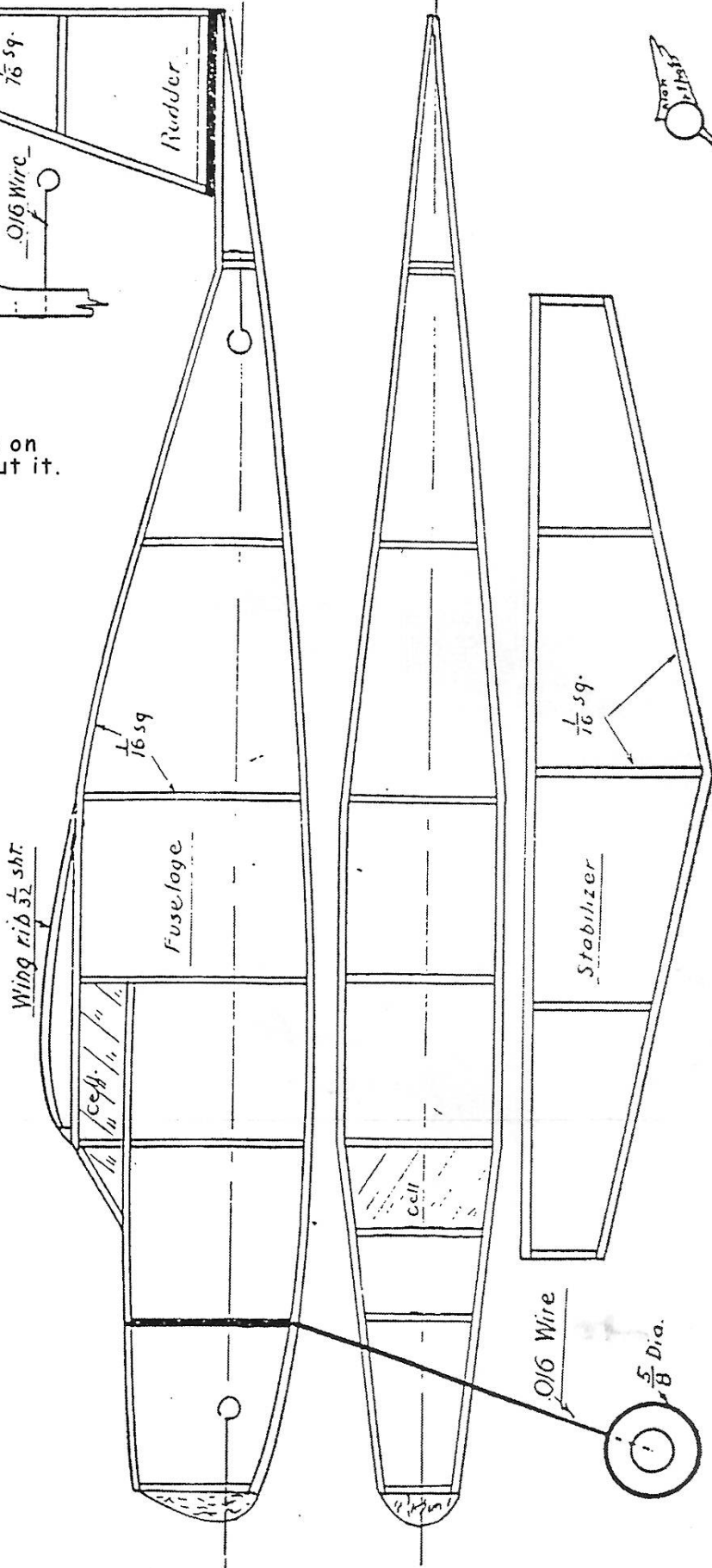


Wing incidence block not shown on original plan. It won't fly without it.



Wing rib 1/32 sht.

6



Make the "Parlor Fly"

By Alan Orthof

Here you are, modelers—a small cabin job that you stick job fans can build and fly within a few hours! To date, my original model has made over one hundred flights without repairs.

And due to her small size, she will fly in practically any room in your house or apartment with a consistent time of twenty to thirty seconds.

But enough of just "talk"—let's get busy and build her!

The fuselage is of simple, square construction, made entirely from lengths of 1/16" square balsa. First tack the plan down on your bench or on a smooth, wooden board. Then lay a sheet of wax paper over it before starting construction, to prevent the framework from sticking to the plan.

Pin the 1/16" square balsa strip onto the side view of the fuselage, following the outline carefully. Now cut the upright braces, and cement them in place. Allow sufficient time to dry thoroughly.

Remove the first framework from the drawing, then construct another side exactly the same.

Now join the sides to each other, by first cementing the tail-end together. Allow plenty of time for the cement to dry. In the meantime, you can be cutting the cross braces to the size, as shown on the plan, ready to cement them in place. When ready, attach them—one on top and one on the bottom—letting each set dry before going on to another.

Having completed this operation, insert the rear hook, which is bent from .016 wire. Cement it firmly to a small former, as shown on the plan.

The next step is the nose block. Carve this piece to shape from a small block of medium hard balsa. Cement a small piece of scrap balsa to the back of the block to correspond with the front opening of the fuselage. This will prevent the nose block from slipping.

Your fuselage, except for its covering, is now completed.

WING AND TAIL

Pin two 1/16" square spars over half of the wing outline on the plan. Cut three ribs from 1/32" sheet balsa, and cement them in place, as shown.

When dry, remove from plan; and build the right half exactly as you did the left.

Bend the bamboo tips over a hot flame and cement, them in place, as shown. Give the adhesive ample time to dry. Now cement the two halves together, allowing one-inch dihedral under each tip. Let dry thoroughly.

The tail surfaces are very simple. Pin the 1/16" square balsa strips to the stabilizer and rudder outline. Cement the indicated braces in place, and let the whole thing dry.

"WILL YOU WALK INTO MY PARLOR?"

—said the spider to the fly. Of course, only a spider would show that much interest in a fly. But here's a fly-like wingster that'll rate an invitation from all of you, and you needn't fear that anyone will take a swat at her. For Alan Orthof's dandy "Parlor Fly" is a trim and tiny ship that you could launch in a china shop—and it wouldn't hurt a thing.

The landing gear is bent from .016 wire, to the size and shape shown on the plans, making sure also that it conforms to the fuselage shape.

Wheels can be made from any light material, such as balsa or cork. Apply a drop of cement to the end of the axle to prevent the wheels from sliding off.

COVERING AND ASSEMBLY

This ship is covered with light Japanese tissue, the fuselage with four strips—top, bottom, and the two sides. Here's how you put it on:

Attach the tissue with banana oil. Trim, and spray lightly with water. When dry, give a light coat of banana oil.

Cut away a small section of tissue in the back of the fuselage, so that the rubber can be easily attached to the small hook.

Wings are covered on top only, and are not sprayed or doped. Follow the same procedure on tail. Now glue the tail surfaces and landing gear in place.

When cementing the wing in place, glue a small piece of balsa 1/20" by 1/8" by 1" under the leading edge of the wing. Make a V-cut to conform with the dihedral angle. This also serves as an incidence block.

Push the wire shaft through the center of the nose block, slide on two light washers and attach the propeller, as shown. Insert a 7.5" loop of 5/64" rubber.

The model is now ready to fly.

FLYING

To adjust the model, give the motor about one hundred turns. Set the model on the floor, let go of the prop and give the ship a very slight shove.

Under proper adjustments, she should take off and circle gracefully toward the left. When proper adjustments are reached; the maximum power—up to five hundred turns—may be stored in your motor.

Adjustments may be made by warping the surfaces slightly.

PARLOR FLY

The model must be built as shown in the October 1937 Flying Aces magazine with the exception of the rear rubber mount and the bamboo wing tips which may be laminated from 2x 1/32 x 1/16 balsa or formed from 1/16 th balsa or reed. Single covering on the flying surfaces is allowed. Structure, such as gussets, may be added. Regular Jap tissue must be used. For our purposes a plastic prop may be used. We will have events for this model at the NBM 9 March 2011.

This text accompanied the plan on page 6 from the October 1937 Flying Aces magazine..

National Building Museum – January 9, 2011

We had 26 registered flyers for Freeflight, and 13 for R/C.

Bostonian and Phantom Flash were tied for the event with the most entrants with 12 each.

Grand Champ was Henry Guth who placed in an astounding 6 events (four 1st places).

Steve Fujikawa was close behind by also winning four 1st places.

Be there at the next session March 6, 2011. Check web site for details.

14g. Bostonian ML (12 entrants)		
1	Steve Fujikawa	Decathlon
2	Henry Guth	Boatstonian
3	Ross Summers	Bostard

P-Nut Scale ML (7 entrants)		
1	Henry Guth	Lacey
2	Steve Fujikawa	Lacey
3	Bobby Russell	Ganagobie

Phantom Flash ML (12 entrants)		
1	Henry Guth	-
2	Mike Escalante	-
3	Paul Spreiregen	-

WW II No-Cal ML (9 entrants)		
1	Steve Fujikawa	P-39
2	Mike Escalante	Dauntless
3	Dave Mitchell	Typhoon

Parlor Fly ML (9 entrants)		
1	Dave Mitchell	-
2	Stew Meyers	-
3	Doug Griggs	-

Helicopter ML (3 entrants)		
1	Terry Slattery	Unicopter
2	Bob Marchese	-
3	Mike Escalante	-

Limited Pennyplane (2 entrants)		
1	Henry Guth	3:52
2	Paul Spreiriegen	3:45
3		

Ready-to-Fly (3 entrants)		
1	Terry Slattery	2:23
2	Lydia Schlitzkus	2:01
3	Walt Farrell	1:29

A-6 (3 entrants)		
1	Henry Guth	289
2	Walt Farrell	195
3	Tony Pavel	170

FAC No-Cal Profile Scale (6 entrants)		
1	Steve Fujikawa	350
2	Wally Farrell	269
3	Mike Escalante	264

FAC Dime Scale (2 entrants)		
1	Steve Fujikawa	224
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8.5mm Motors

Stew Meyers

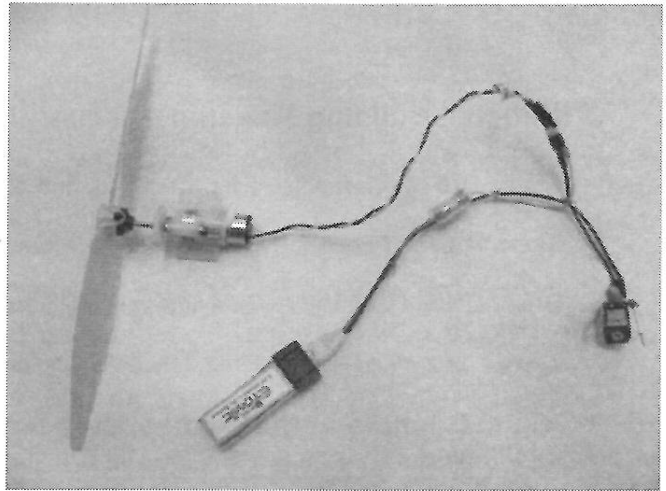
The average free flight modeler is rather intimidated by electric power and really put off by Lipo charging horror stories. The proliferation of small electric R/C park fliers from E-Flite and Horizon Hobbies has lead to systems that provide a simple, almost fool proof solution to small electric free flight.

Specifically, the single lipo cell and its charging system are a big break through. The E-flite EFLC1003 1S 3.7V LiPo Charger, 0.3A, goes for \$19.99 and runs on four pencils. You may well be able talk a micro R./C flying buddy out of one. Since they come with every ARF, active Micro R/C flyers tend to have a several and often have invested in a multi battery charger. Since we are dealing with a single cell, balancing is not required and this charger is damn near idiot proof. There are a range of matching cells available from 70 to 150 mahr.

Last time I provided information on ParkZones 3 gram 6mm motors suitable for Dimers. This time we go for larger motors suitable for the Guillows 18 inch WWI models and 24 inch monoplanes. The 5 gram 8.5mm motors also come in two varieties. The white back motor used on the Champ and original Sukhoi draws 1.21 amps at 3.5 volts for 4.2 watts of input power with a GWS 5-3 prop tuning about 7,000 rpm. With a freshly charged battery this rises to over 5 watts input power. The more powerful black back motor used on the P-51, T-28, Sukhoi 2, and 4-Site is 10 to 15% more powerful. These motors use a 4:1 gearbox.

While the Eflight props work fine, they are vulnerable to damage in uncontrolled free flight landings. I prefer to use a prop saver and a GWS 5-3 prop. The Cub (6mm motor) gear box has a 1mm shaft and the P51 (8.5mm motor) gear box, a 1.5 mm shaft. Bob Selman (www.bsdmicrorc.com) has the GWJ Universal Prop Saver in both 1.0mm and 1.5mm sizes for \$1.50. He also has the Nano Connector Female for \$1.25 which mates with the motors; as well as the prop for \$1.25.

Since we are using a Lipo, a timer is necessary to complete the system. The Atomic Workshop Zombie Flight Profiler available from



P-51 (black 8.5mm) with prop saver and GWS 5-3 prop, fuse, Pico timer, and 70 mahr battery. 10 grams all up including wiring.

Shorty's basement for \$49.95 is the deluxe way to go and weighs only 1.2 grams. [Www.microflierradio.com](http://www.microflierradio.com) has A \$20 Mini timer for brushed motors adjustable from 0 - 2.5 min. Speed is adjustable from 0 - full throttle for 1 lipo cell and up to 2 amp output. It weighs less than half a gram with connectors. However if you don't need the speed control, a simple r-c timer like the Pico timer works fine as the current is below 1.5 amps. This weighs 1.5 grms. You should be able to get one for \$15 or less. I like to add a two amp micro fuse to protect the system. Of course, you will want the \$1.99 [PKZ3052] battery connector to mate with the battery. These timers power the motor directly. Other timers are available, but these have a ppm (pulse position modulation or servo) output to drive an ESC and won't drive a motor directly.

Since these motors draw 1.2 to 1.5 amps a 120mahr \$5.99 battery is suggested. This will be good for 10 minutes total flight time before charging is mandatory. After a couple of flights you may want to charge it up as the voltage will be down a bit and you will notice reduced power.

These power systems are capable of flying an 18 to 20 inch span fully rigged biplane weighing up to 2.5 ounces. I will be happy to answer specific questions from readers. I will even supply complete wired systems including charger. The above system pictured above is \$65 post paid.



MaxFax NOV-DEC 2010



Above- Bill Hannan sent me this nifty photo of Bob Thompson and Dave Stott co-founders of the FAC giving out awards to junior flyers back in the good ole days.



Left- Dave Stott launching his Taylor Cub at a recent Nats.

**Go to web site for
Comming Attractions.**

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
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 Riderwood Village Square Clubhouse.
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.

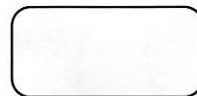
PUBLISHING DATES - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

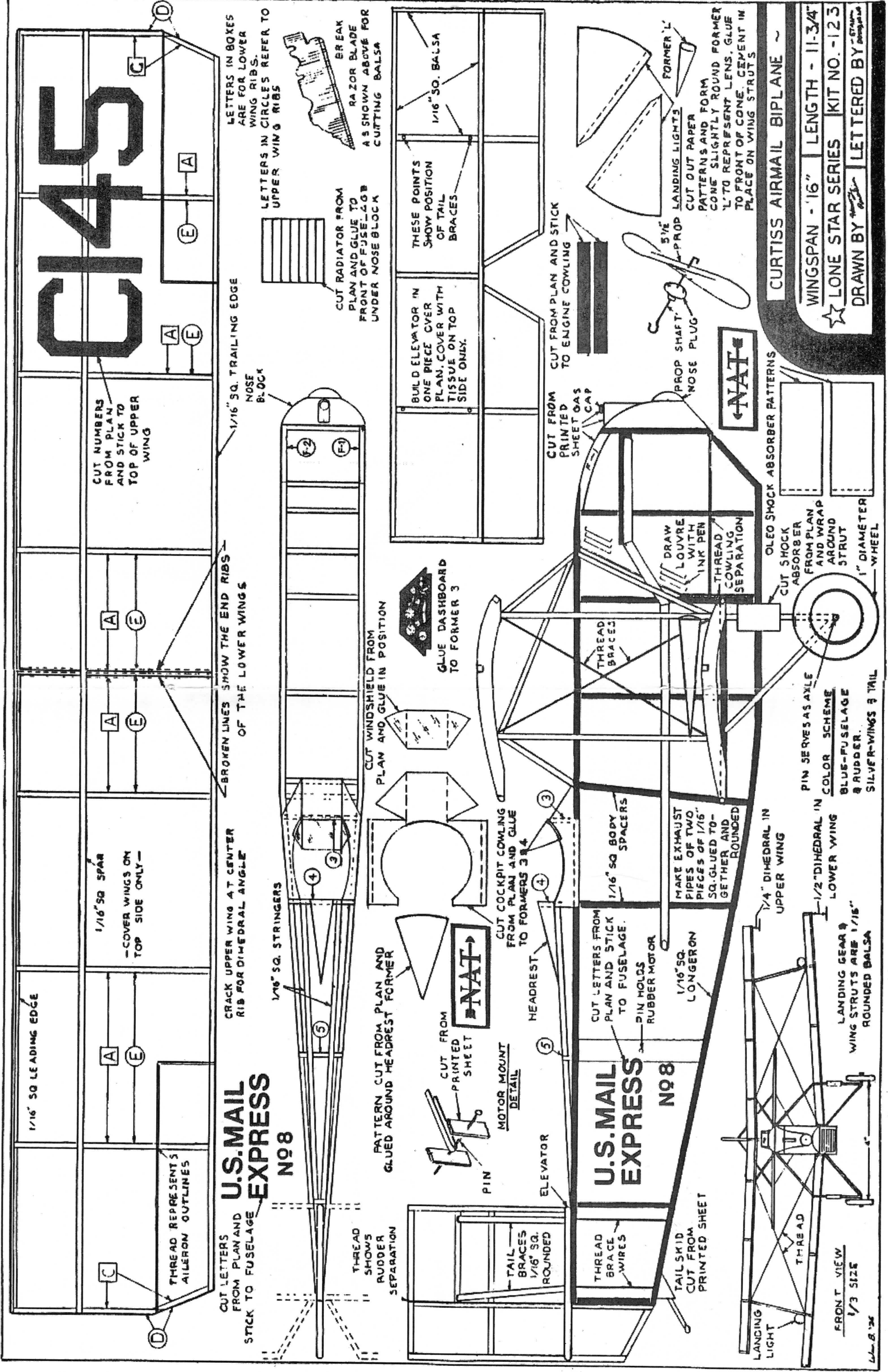
CONTACTS - Material for the newsletter and membership questions should be addressed

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





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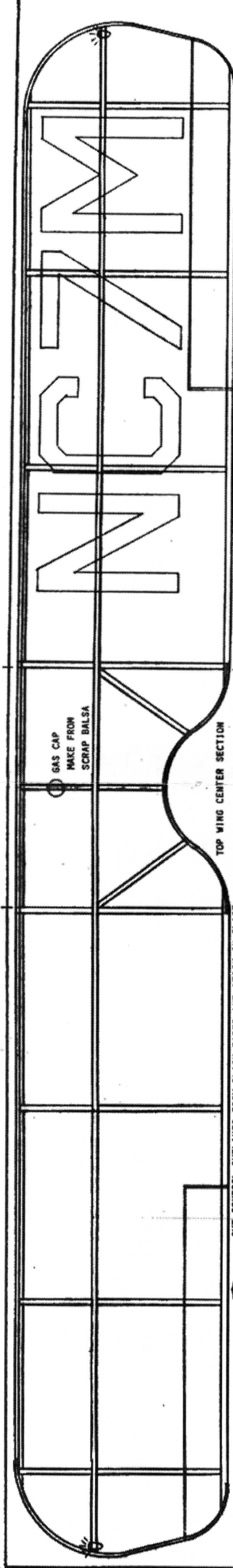
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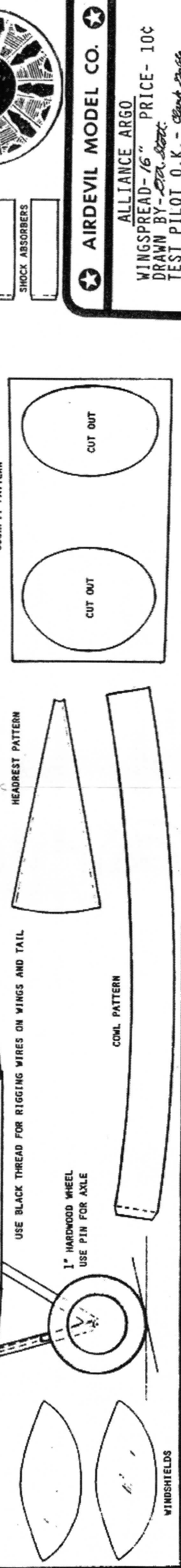
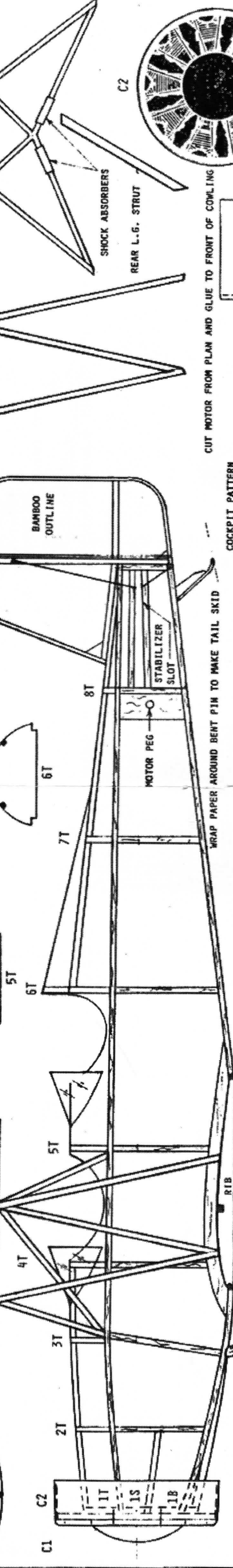
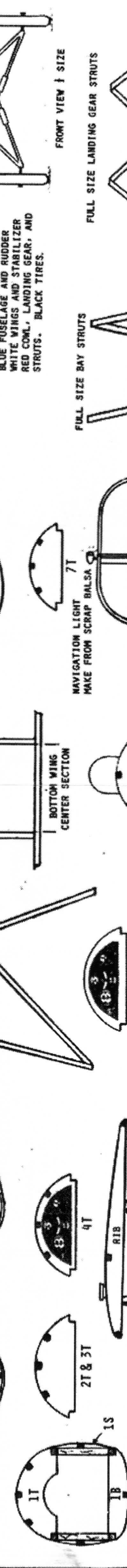
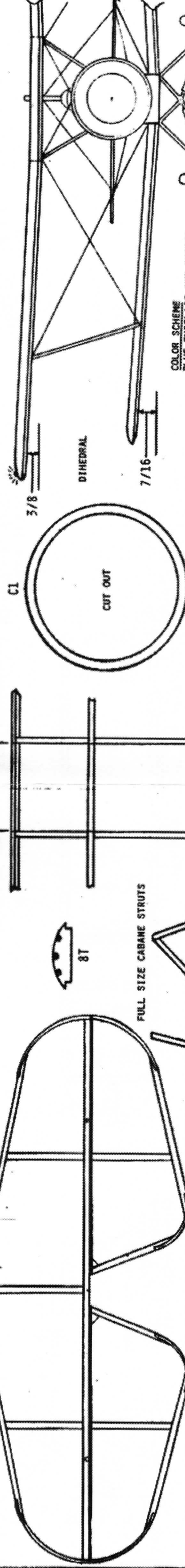
LETTERS IN BOXES ARE FOR LOWER WING RIBS. LETTERS IN CIRCLES REFER TO UPPER WING RIBS

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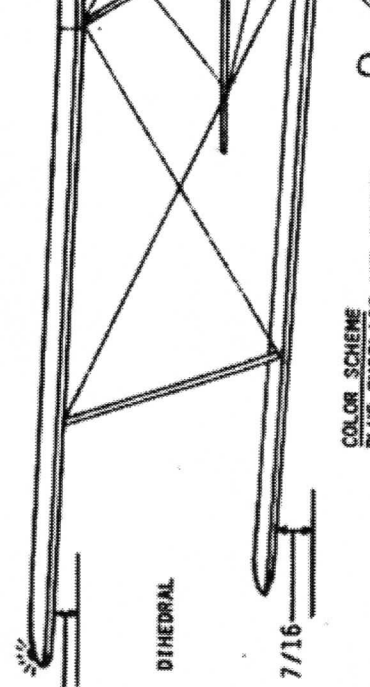
CURTISS AIRMAIL BIPLANE ~
 WINGSPAN - 16" LENGTH - 11-3/4"
 LONE STAR SERIES KIT NO. - 123
 DRAWN BY [Signature] LETTERED BY [Signature]



CUT CONTROL OUTLINES FROM BLACK PAPER AND STICK IN PLACE

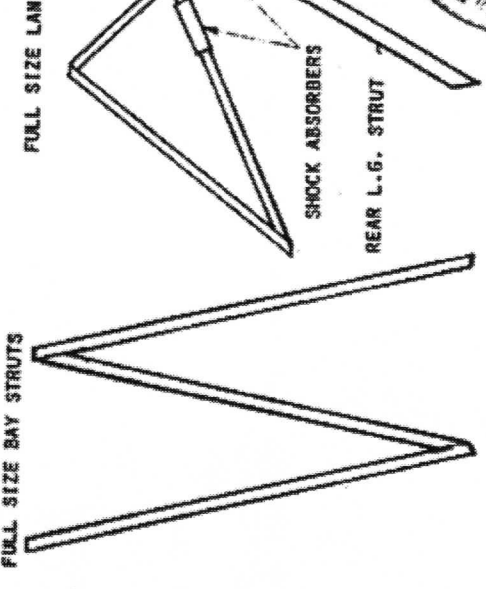


CUT LICENSE NUMBER FROM BLACK PAPER AND STICK TO WING

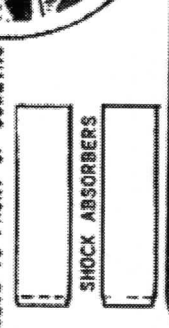


COLOR SCHEME
 BLUE FUSELAGE AND RUDDER
 WHITE WINGS AND STABILIZER
 RED COML, LANDING GEAR, AND STRUTS. BLACK TIRES.

FRONT VIEW 1/2 SIZE



CUT MOTOR FROM PLAN AND GLUE TO FRONT OF COWLING

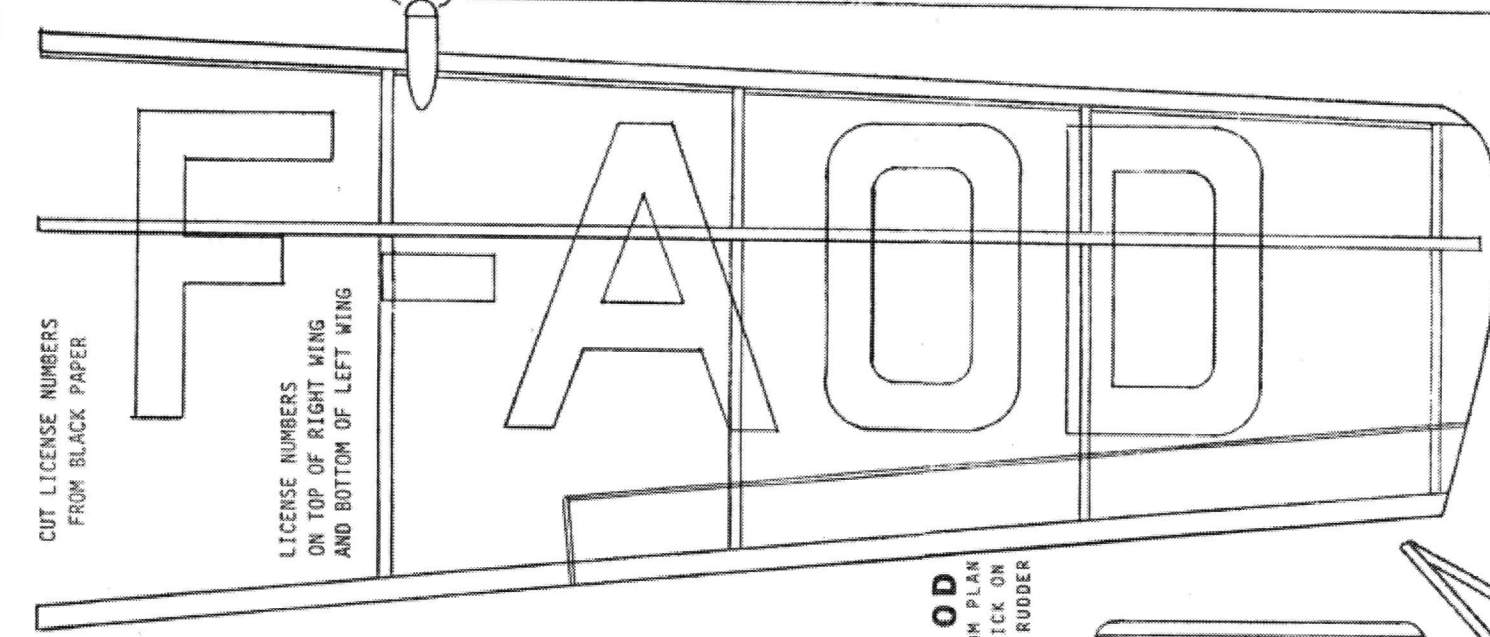


AIRDEVIL MODEL CO.

ALLIANCE ARGO
 WINGSPREAD - 16" PRICE - 10¢
 DRAWN BY - *Ed. Stutz*
 TEST PILOT O.K. - *Clayton Stutz*

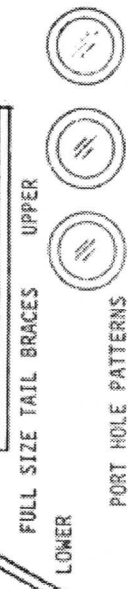
OUTLINE CONTROLS WITH BLACK PAPER STRIPS

CUT WING DRAWING FROM PLAN AND JOIN TO CENTER SECTION DRAWING



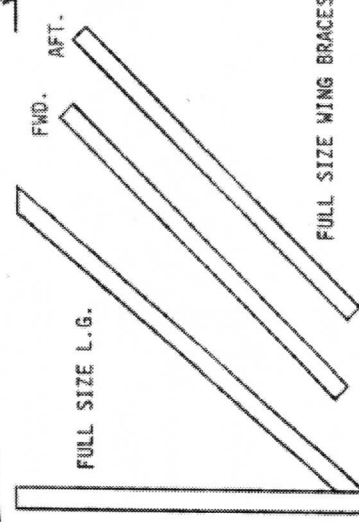
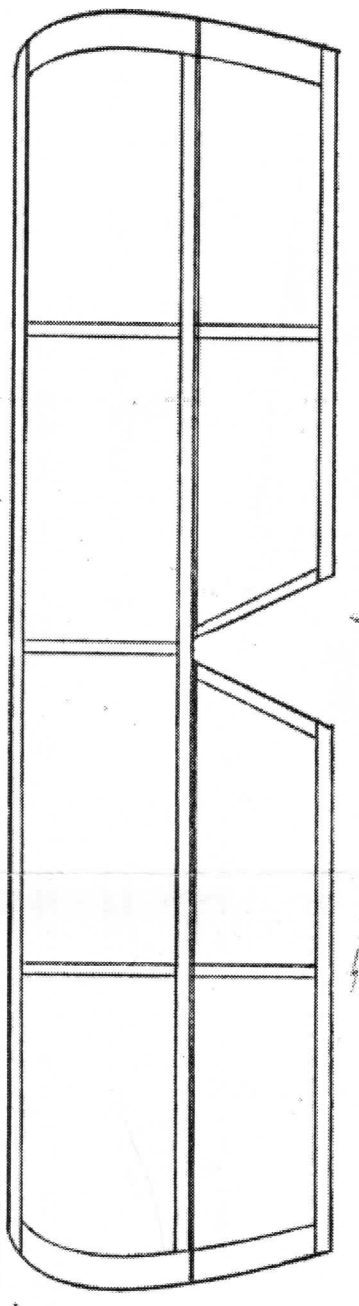
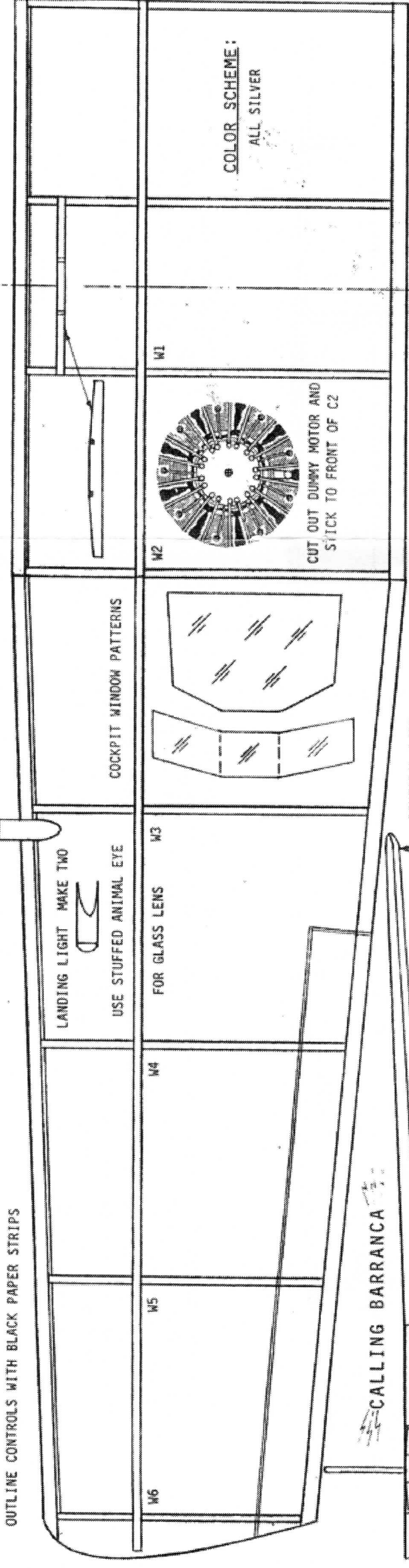
CUT LICENSE NUMBERS FROM BLACK PAPER

LICENSE NUMBERS ON TOP OF RIGHT WING AND BOTTOM OF LEFT WING



AIRDEVIL MODEL CO.

HOLLYWOOD HAMILTON
 WINGSPREAD - 20" PRICE - 10c
 DRAWN BY - Joe Selden
 TEST PILOT O.K. - *North Berry Jr.*



F-AOD CUT FROM PLAN AND STICK ON OTHER SIDE OF RUDDER

CALLING BARRANCA

BUILD UP COCKPIT FRAME OF 1/32 SQ. WOOD

F-AOD

COML PATTERN WRAP AROUND C2

FULL SIZE OLEO STRUT

BLACK NUMBER 11 BOTH SIDES

STABILIZER

BARRANCA AIRWAYS LTD

FILL IN BELLY TO MOUNT TAIL SKID

CABIN WINDOW PATTERNS

RIGHT SIDE

LEFT SIDE

BARRANCA AIRWAYS LTD

CUT OUT AIRLINE INSIGNIA AND STICK TO BOTH SIDES OF BODY

FAT Balsa WHEELS

CUT OUT IN C1

C2

F1

F2

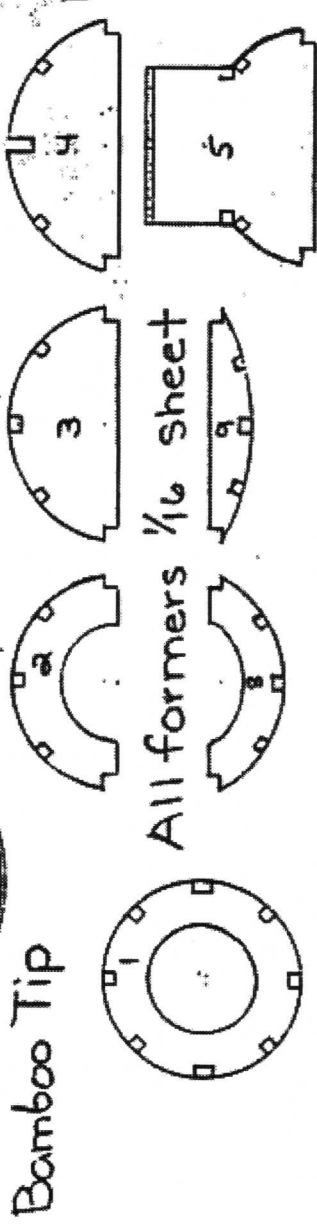
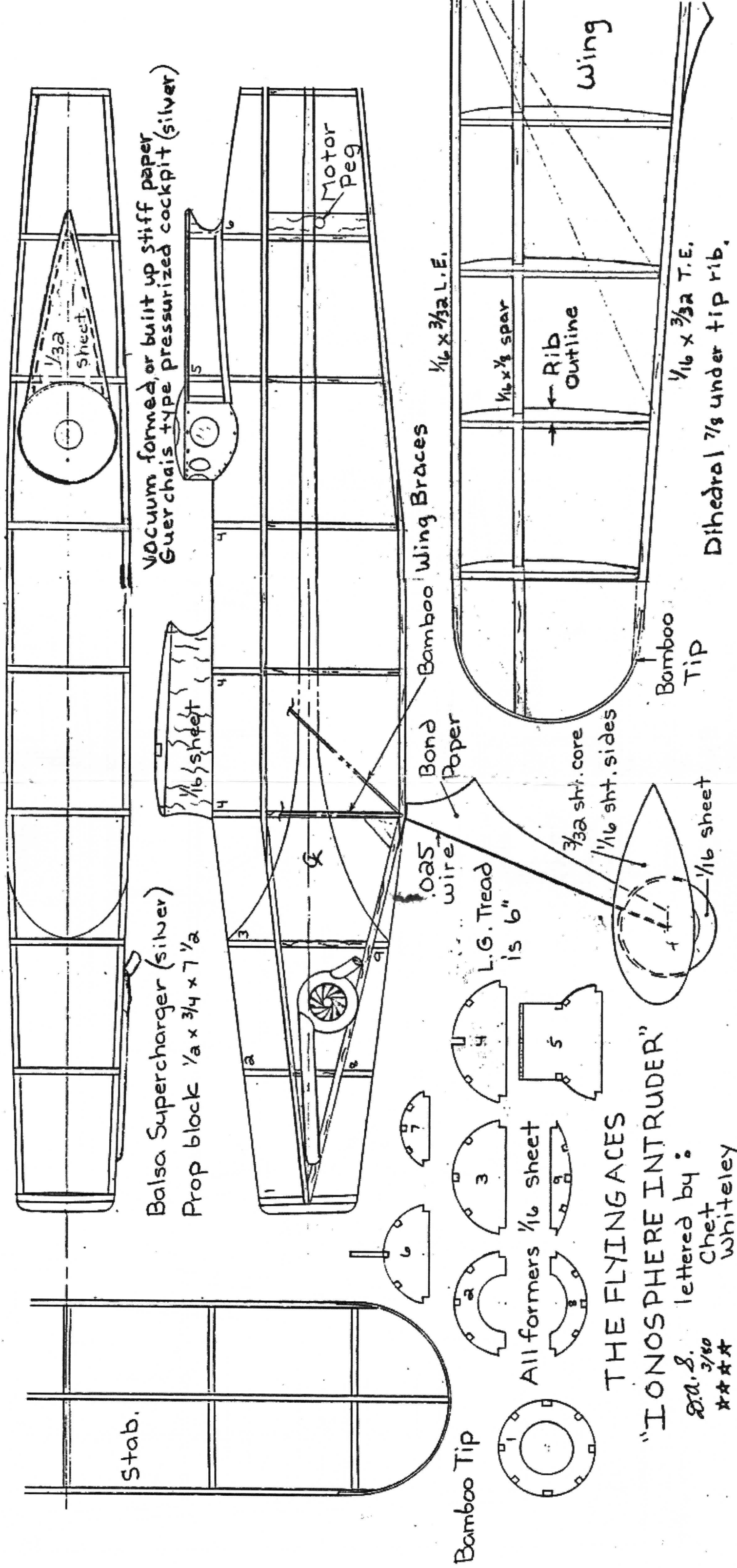
F3

F4

F5

Wingsters, we ask you....what good is an air corps without a research and development outfit to push sky knowledge to the highest limits? So now that you have your Bomber Trainer and Pursuit squadrons all outfitted with real cloud clippin' crates it is time to open your own Wright Field for experimental crates.

Just get a gander at this high altitude design Air-Marshall Dave Stott has whipped off his drawing board. A pressurized cockpit (ala Guerchais 110) keeps our pilot alive in those upper limits, while that exhaust driven supercharger alongside the engine cowl boosts the power to whip that thin air around. And how about those rocket ship-like points on the trailing edges of things there...Great Hung, this job is sure to fly right out of sight on the first sunny day!!!



All formers 1/16 sheet

THE FLYING ACES
 "IONOSPHERE INTRUDER"
 lettered by:
 Cheet Whiteley
 D.A.S. 3/60
 ★★ ★★