

MAX FAX

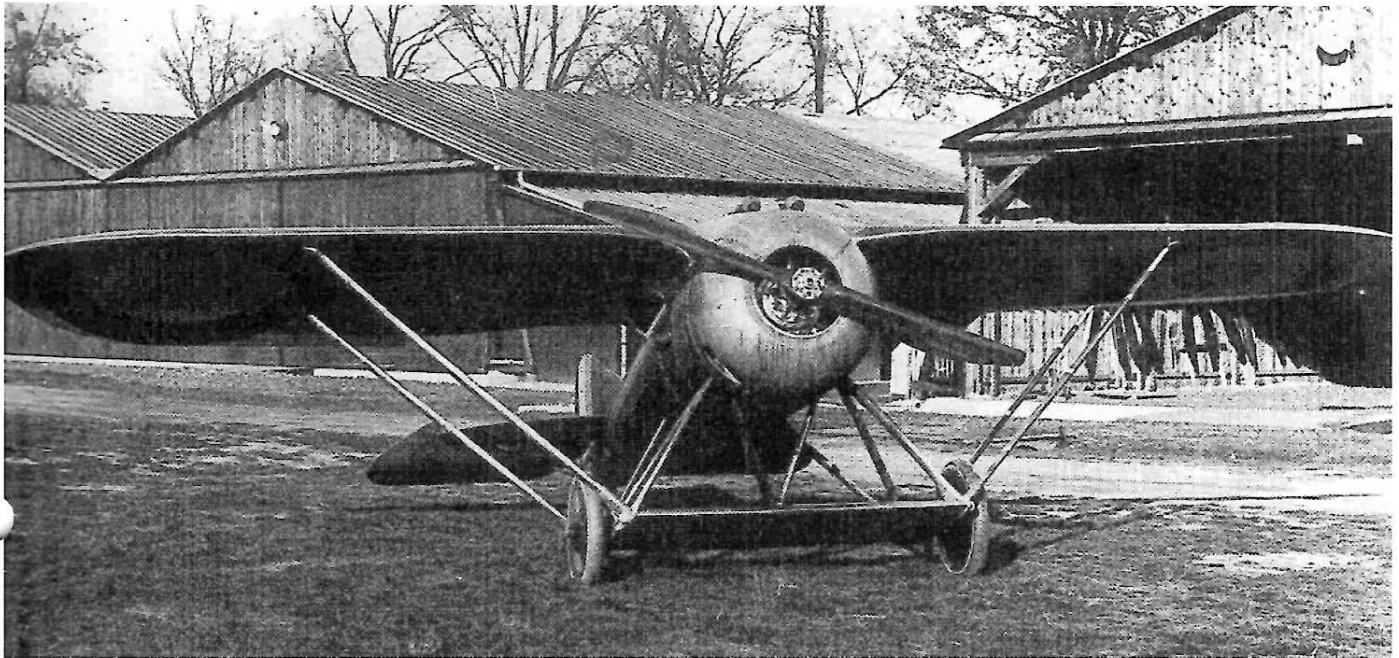


Journal of the D. C. Maxcuters

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

Editor: Stew Meyers

2012-5 (SEP-OCT)



1919 NIEUPOINT MONOPLANE ISSUE

COMING ATTRACTIONS

National Building Museum Flying Fun
Two Dates Sundays 1/6/2013 and 4/7/2013
10:30 am to 4 pm Indoor Micro R/C and Free flight
Contact Glen Simperts grfreeflight@hotmail.com
301-834-2896

INDOOR FLYING Bauer Community Center
Mondays and Wednesdays 12:45 to 2:15 pm

West Potomac High School Fun Fly
Sunday February 9th 8 am to 2 pm
Joseph Franco 703-718-2574



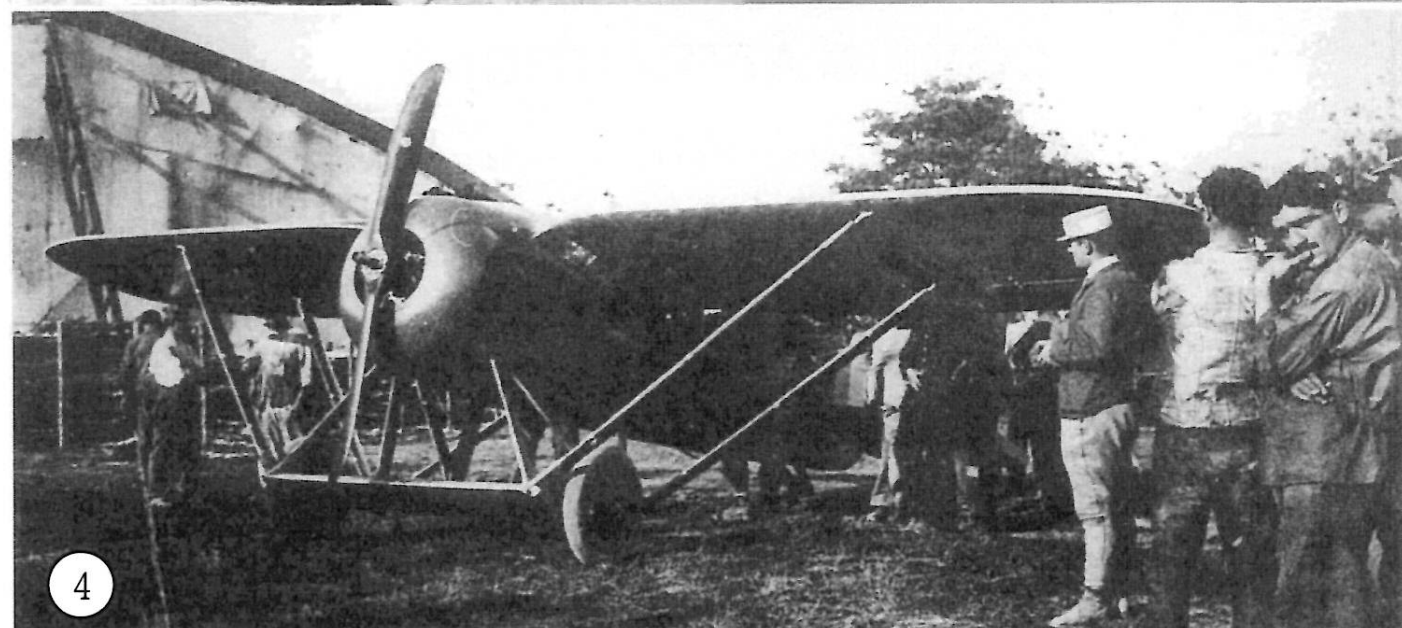
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MaxFax 2012- 5 (SEPT-OCT 2012)

Stew Meyers Editor
Nieuport Monoplane Issue

First let me thank those that responded to my request for Tern Aero plans. I eventually came across a file folder cleverly disguised by being marked Tern Aero which amazingly held two of the plans I was looking for. Plans for #103 Starduster are included in this issue.

Lindsey Smith reminded me that Earl Stahl published one more plan after the list that I cribbed from KAPPA was compiled. The last published Stahl plan was the Piper Pawnee Brave in Model Aviation Jan 97. Ray Rakow gave me a plan for a supposedly unpublished Earl Stahl P-47. This is actually a hoax perpetrated by Mik Mikkelson. (See the legend in the box at the bottom of this page) A reduced copy of this plan is on the back of this issue. Tom Schmitt has posted more Earl Stahl photos on the web site.

Mike Moskow brought a November 1938 issue of Model Airplane News to one of our luncheon meetings. I was intrigued by the plans for a "1919 Nieuport Monoplane". I initially thought this was a N-31, but that was a later version with a N-29 fuselage where as the featured model had a N-28 fuselage and really was a 1918 Nieuport Monoplane. No type number was assigned to this plane as it never went into production and only two were built. Google was not much help on this ship. However my tome, "French Aircraft of the First World War" by Davivlla & Soltan, came through. The N-31 was later development and really is a 1919 Nieuport Monoplane. We however will continue to use this erroneous designation in this article to avoid further confusion. These plans are in this issue. The struts on this model prompts me to further discuss Sig-Hinge tabs for struts.

PAGE 2 PHOTOS

Cover- Nieuport 1918 Monoplane

1. Lindsey Smith's 30-1/2 inch span Piper Pawnee Brave --a very nice model decorated as one that flew AOP missions for the Croatian air force during the Balkan troubles.
 2. Jim Norfolk's Earl Stahl P 66 in Chinese colours at 18 inch span.
 3. Nieuport 1918 Monoplane showing wing cut outs for downward visibility.
 4. Nieuport 1918 Monoplane undergoing operational evaluation.
- Nieuport Photos from *French Aircraft of the First World War*.

MEMBERSHIP - Dues for membership in the DC MAXECUTERS are \$20 per year for residents of the USA, Canada, and Mexico, and \$25 for all other countries. You may now use PayPal at the website: www.dcmmaxecuter.org

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

The Maxecuter club is going through the process of reinstating it's AMA charter. To this end we elected new officers at the last meeting. The results are detailed on page 15.

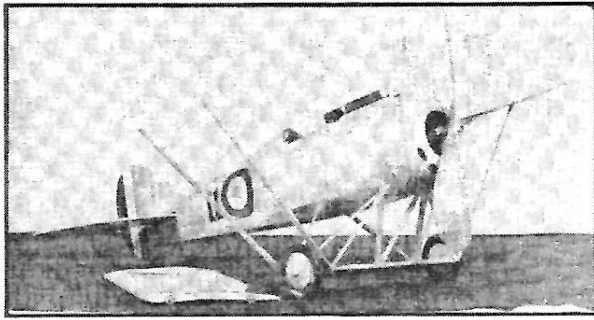
I have built several www.skylakemodels.com models and these are reviewed in this issue.

It's obvious I won't get this issue mailed before the end of the year. Fear not I will get 2012-6 out soon after. A few copies of the last issue (2012-4) had a missing sheet containing pages 5,6,15,& 16. If you received one of these I can email you the pdfs or mail you a new issue.

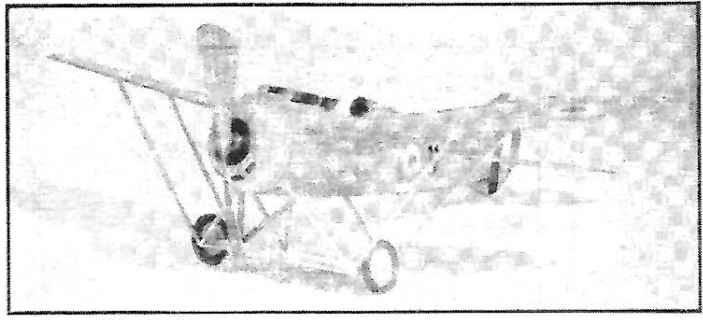
"New" Stahl P-47

We've got a real treat this month. While our format makes plan publishing a bit awkward, this was too good to pass up. In this issue we have a plan of an Earl Stahl P-47 Thunderbolt that never made the magazine during Earl's prolific years. It seems that after WWII the magazines all wanted private planes Instead of warplanes. So we got the Globe Swift, Navion etc. and the P-47 was set aside to be quietly buried under other projects. It quietly slept entombed in boxes of old papers for 40 years undisturbed. Recently, when Earl retired he was going through some old stuff and out dropped the forgotten P-47. Earl called M.A.N. inquiring about a possible article and the editor, who did not recognize his name, said (and this is a no-shifter...) that they were not interested in a rubber powered model as "no one flies escapements anymore."

With that, he sent the plans gratis to Bill Baker, editor of the Oakie Free Flight Flyer as he felt Bill's readership will enjoy it more than M.A.N.'s. How right he was and with a thank you to both Earl and Bill, here's another great Stahl special.



The model in the course of assembly



The finished plane with a unique strut arrangement

Build and Fly the 1919 Nieuport

A Model That Flies Well and Which When Completed Will Be One of the Most Interesting Ones in Your Collection Because of Its Unusual Structural Features and World War Design

By ROGER F. PARKHILL

“WHAT, another World War model?” Such may be the surprised cries of those model enthusiasts who think that we have exhausted the possibilities of World War airplanes for model representation. Although comparatively unknown, the 1919 Nieuport monoplane was a highly efficient pursuit type; a modified version of which won the final Gordon Bennett speed trophy for France. This particular Nieuport was designed late in 1918 to meet the challenge offered by the Fokker D-8, the Junkers monoplane, and other fast German airplanes of that period. Only a few airplanes were completed; the Armistice stopping further production.

In its construction, this ship is reminiscent of the early 1914 Nieuport monoplanes; while, at the same time, it retains the fuselage outlines of the 1917 Nieuport Model 28. The wing construction is interesting, having been designed with a distinctive trailing edge and wing-root windows to facilitate visibility. This monoplane was the first of the Nieuport series to be constructed entirely of steel tubing instead of wood.

The proportions of the original design remain unchanged in this model; the size of the dihedral and tail surfaces being ample for stable and consistent flight. To withstand severe shocks and to facilitate handling, the wings and cowling are fastened with dress snaps.

Fuselage

Trace the two 1/16" x 1/4" side and

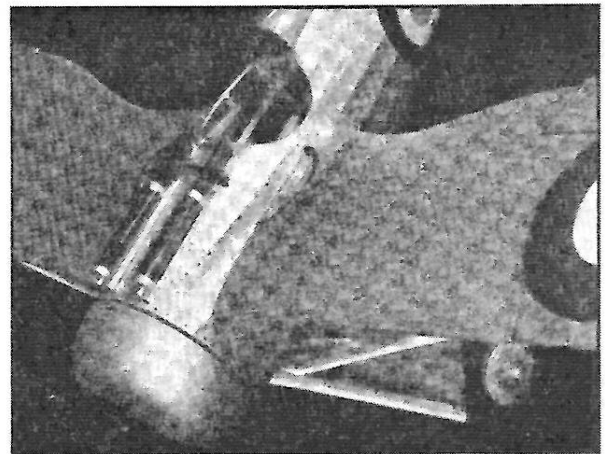
the two 1/16" x 1/4" top and bottom fuselage formers from 1/16" sheet balsa. Trace and cut out the bulkhead halves to shape from 1/32" sheet balsa. Glue the halves together along their center lines. Mark with pencil the position of the 1/32" square balsa stringers on each bulkhead and cut the notches for the 1/16" x 1/4" master formers. Mark the correct spacing for the bulkheads on the two side formers and cement the bulkheads in place on these formers only. After the cement has set for a few minutes glue the top and bottom master formers in place. Be sure the resulting frame is absolutely true and set aside to dry.

After the cement is dry, glue the 1/32" square balsa stringers and the bamboo cockpit outline in place, holding securely with small pins until the cement is dry. Cement the halves of two dress snaps to each center section rib and assemble the center section in place on the plane, being careful to keep the ribs vertical. Cement the 1/16" triangular landing gear braces in place on the first bulkhead and add the other braces and struts shown on plates one and two. Cover

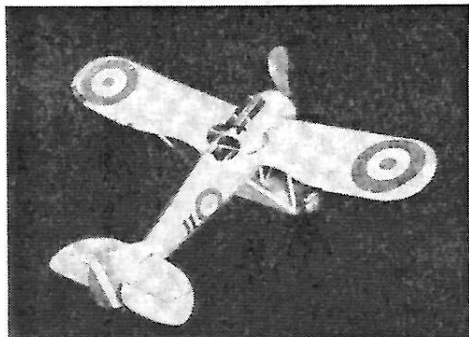
the space between the first and second bulkhead and below the center section with bond paper, light drawing paper, or 1/64" sheet balsa. Add the other fillets as shown on the drawings and photographs. Cover the remainder of the fuselage with narrow strips of Japanese tissue, using banana oil for adhesive and striving to eliminate wrinkles as much as possible. After completely covering, spray the entire surface with water in an atomizer; and, after completely drying, brush on one thin coat of clear dope.

Add the windshield, gun mount, tailskid and other exterior details. Construct the landing gear auxiliary wing and cover this wing with either tissue or 1/64" sheet balsa.

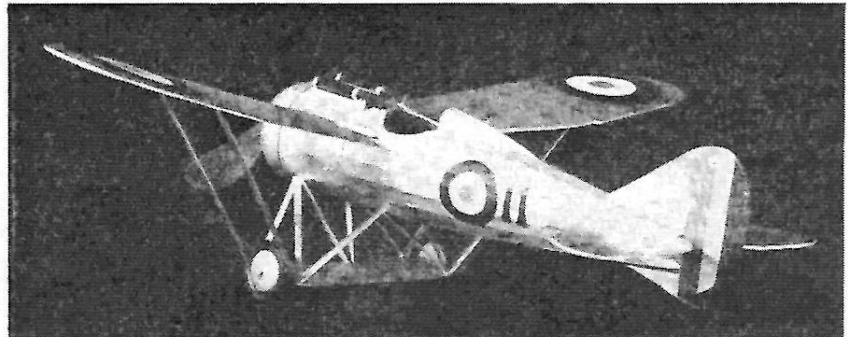
(Continued on page 42)



A close-up of the nose showing the details of the cowling machine guns and cockpit



Ample tail area makes it stable



It is most realistic with its miniature machine guns and insignia

Build and Fly the 1919 Nieuport

(Continued from opposite page)

Cut the required landing gear struts to shape from 1/8" x 1/16" hard balsa and assemble the landing gear on the plane using short lengths of piano wire and plenty of cement. Be sure the auxiliary wing and the wheels are true and square with the fuselage of the plane. Mount the auxiliary wing at a negative angle of minus two or minus three degrees. Use any standard wheels with a diameter of 1-1/2".

Wings

Cover plate 3 with a transparent sheet of wax paper, join plate 4, and construct the left wing panel. Cut the ribs from 1/32" sheet balsa and the spars from 1/16" square hard balsa. Cut the leading edge from 1/8" square hard balsa and the trailing edge from 1/16" x 3/16" and 1/16" x 1/8" hard balsa. Pin the layout to a flat board and secure the parts in place with pins until the cement is thoroughly dry. Take care to avoid breakage when bending the wing tips. Do not heat the bamboo but hold it in place on the layout with pins until the cement is dry. Slant No. 1 rib in order to secure the proper dihedral angle.

To construct the right half of the wing, trace the layout of the wing on transparent wax paper, turn the paper over, and construct the right half on the resultant layout. Cement two pieces of cork or soft balsa between No. 6 and No. 7 ribs on each wing to secure the struts. Cover the space between the first and second ribs with 1/64" sheet balsa, cutting out a semi-circular space for the wing panel windows to be covered with cellophane or thin celluloid. Cement the dress snaps in their correct places on the No. 1 ribs.

Cover each side of each wing with a separate piece of Jap tissue, spray lightly with water and fasten flatly to a board with pins or small weights. Insert a 1/8" square piece of balsa under the tip leading edge of the left wing panel before fastening down to dry. The increase in the angle of incidence toward the wing tip will compensate for the twisting and turning effect of the prop torque. When the surfaces are dry, give the entire wing a light coat of dope. Be sure the dress snaps on the wing and center section are adjusted so the wing fastens securely **and snugly to the fuselage.**

Empennage

Place a piece of transparent wax paper over the drawings of the rudder and stabilizer and construct each from 1/16" square balsa for the ribs and 1/16" x 1/8" balsa for the outlines. The curved outline is built up from sections and cut from 1/16" sheet balsa so that the grain of the wood will follow the outline of the curve. Pin the pieces flat to the board while constructing, until the cement is dry. Cover each side of the fin and stabilizer and spray the surfaces with water. Pin flat to the board and let dry, after which each surface can be given a light coat of clear dope. Fasten the stabilizer to the fuselage first, being sure that it is at an angle of minus two degrees to the line of thrust. Cement the rudder firmly in place.

(From the Nov. 1938 Model Airplane News)

Cowling and Motor Stick

The cowling can either be built up from 1/4" balsa "lifts" or turned and hollowed from a solid block of balsa 2 7/8" square x 1 1/4". After carving and sanding, a 1/32" bulkhead is cemented to the rear of the cowling.

The 1/4" x 1/8" x 11 3/8" motor stick is made from hard balsa and is slightly larger where it is fastened to the cowling. Cement the motor stick in place on the cowling and add the rear rubber hook. Carve the right handed flying prop from a balsa block 5/8" x 1" x 7". Insert 1/32" aluminum tubing bearings in the cowling and propeller. Insert the prop shaft from the rear of the cowling, add washers and a bead. Place the prop on the shaft, add free-wheeling detail and bend the end of the shaft at right angles. Cement the corresponding halves of the three dress snaps to the cowling bulkhead and to the fuselage bulkhead No. 1. After the dress snaps have been added, the cowling and motor stick may be removed as a unit from the model, for winding or interchanging flying and scale props. Six or eight strands of 1/8" flat rubber are sufficient for flight. If desired, paint the entire model silver with black details, numerals, and red, white and blue French insignia. For scale representation, carve the headrest and fairing from solid balsa.

Adjusting and Flying

Seal one end of a one piece of soda straw and glue it in place on the inside bottom, of the balsa motor cowling. With, the rubber and prop in place, glide the model several times over soft grass. If the model stalls, insert buckshot or BB shot in the straw until the stalling tendency is corrected. If the model dives sharply, remove the shot or carve away the inside of the cowling until the model glides correctly. When near perfect glides are obtained, wind the prop about 100 turns and launch by hand. Correct any further erratic tendencies, give the prop about 500 turns and launch for a fast climbing, thoroughly enjoyable flight.

Nieuport Monoplane

A monoplane was constructed by the Nieuport firm in October 1917. The aim of the shoulder-mounted wing was to enhance the pilot's view, reduce drag, and increase structural strength. To provide the pilot with an enhanced downward view, clear panels were placed in the wing roots. The undercarriage was divided by a spanwise fairing of streamlined section which probably provided some lift. It was intended that this surface would serve as an air brake during landing. The landing gear was suspended beneath the center fuselage by N-shaped struts and two sets of bracing struts extended from the middle of each wing to the undercarriage struts. The fuselage was faired and the wings were fabric-covered. The engine was a 150-hp Gnome Monosoupape 9N. The aircraft flew in late 1917/early 1918. Armament was two 7.7-mm Vickers machine guns. The monoplane was not selected for production, but was further developed as the Nieuport 31. A second version was fitted with a 180-hp Le Rhone 9R engine and featured an inverse taper on the inboard trailing edges and an extended fin. Balanced elevators were added later. Development had been abandoned by May 1918.

(From "French Aircraft of the First World War")

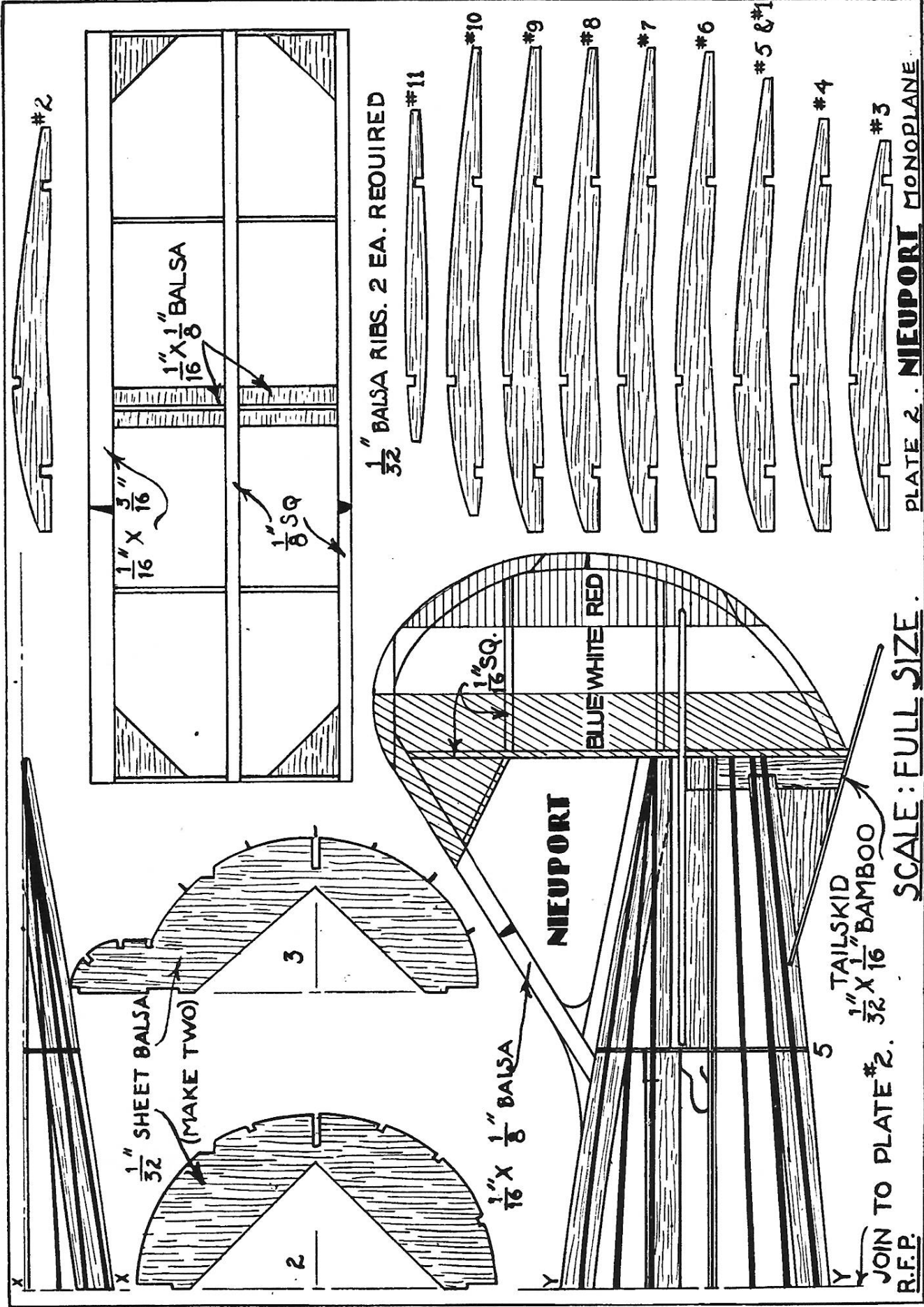
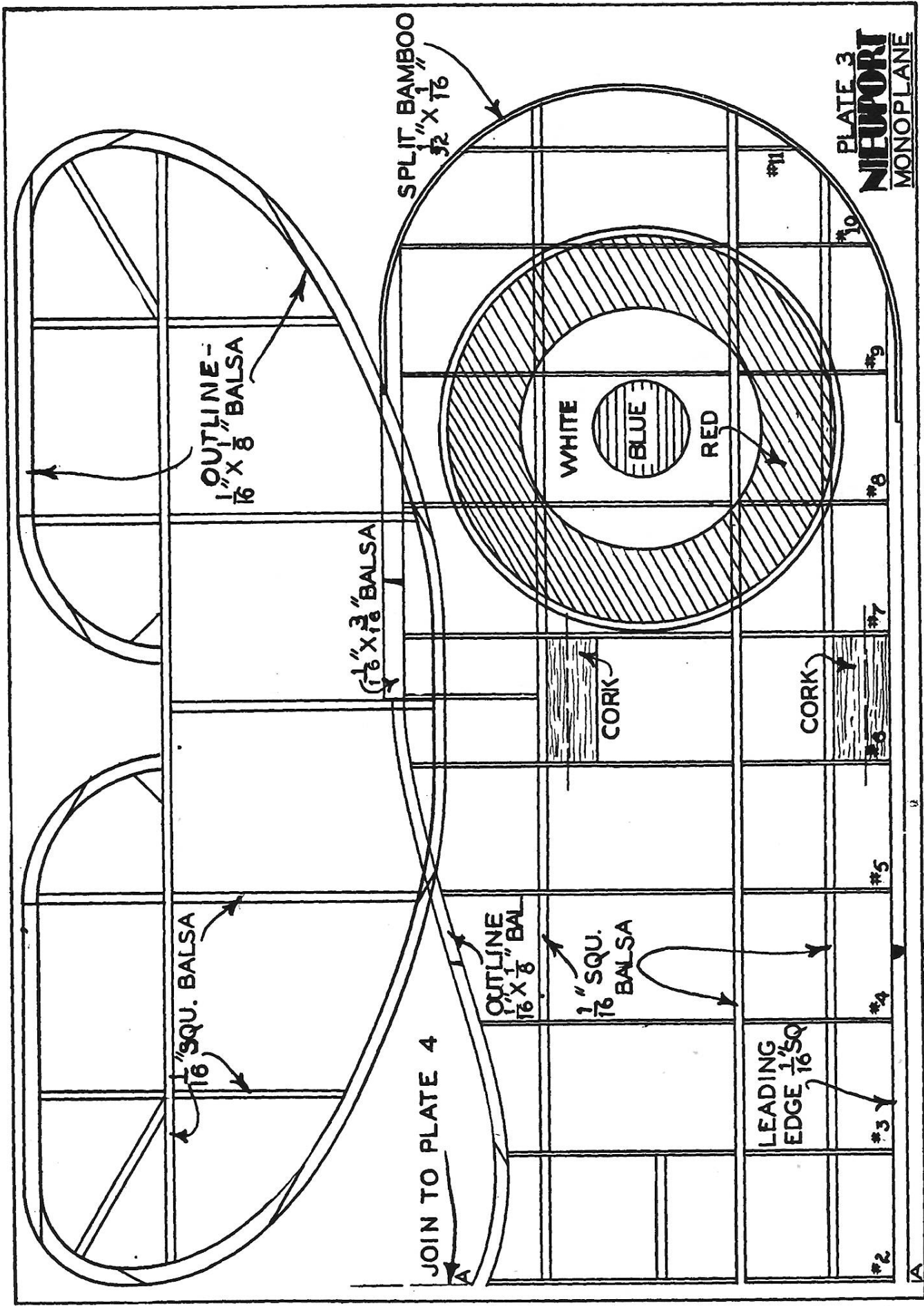


PLATE 3
NEUPORT
 MONOPLANE



1

CUT OUT EACH PART CAREFULLY FROM THE PRINT-SHEET WITH A SHARP-END RAZOR BLADE SHOWN ON PRINTED SHEET. TRIM ALL NOTCHES CLOSELY. PUT ALL PARTS ASIDE, READY TO USE. YOUR HOBBY DEALER HAS CEMENT FOR BALSWOOD AND CLEAR DOPE FOR THE TISSUE.

2

PUT WAXPAPER OVER THE FUSELAGE SIDE VIEW BELOW AND BUILD TWO SIDES OVER THE SHADED LAYOUT. WHEN THE FIRST IS DRY, BUILD THE OTHER OVER IT TO MATCH. USE A STRAIGHT BUILDING BOARD, SOFT ENOUGH TO STICK PINS INTO -- AS MANY AS YOU NEED TO HOLD THE STRIPWORK IN PLACE.

11

COVER THE WING IN THE SAME WAY -- FIBERS LENGTHWISE ALWAYS. COVER THE TOP SIDE OF THE WING FIRST. BEGINNING WITH THE CENTER THEN THE LEFT AND RIGHT PANELS. OVERLAP THE TISSUE ALONG THE EDGES. COVER THE WING BOTTOM LAST IN THE SAME MANNER.

3

GLUE P6A AND P6B TO FORMER P6 TO FORM A UNIT. GLUE P8A TO FORMER P8 (P8B LATER). CEMENT BOTH UNITS BETWEEN SIDES AS SHOWN. WHEN DRY, INSTALL FORMER P5 AND THREE P13 NOSE STRINGERS.

4

ADD P7 UNIT AND FORMERS P9 TO P12 WITH MATCHING CROSSBRACES. GLUE ALL STRINGERS IN PAIRS, TAPERING AS REQUIRED AT REAR FOR PROPER FIT. INSTALL P8B IN PLACE BEHIND P8. GLUE FORMERS P1 TO P4 TO NOSE. WHEN DRY, CAREFULLY SMOOTH OUT FRAMEWORK WITH 6/0 SANDPAPER.

12

LIGHTLY SPRAY THE COVERED WING AND FUSELAGE WITH WATER TO SHRINK THE TISSUE TIGHTLY OVER THE FRAMEWORK. AFTER THE WATER DRIES OFF, GIVE THE TISSUE ONE COAT OF THINNED OUT CLEAR DOPE.

5

PUT WAXPAPER OVER THE WING LAYOUT AND USE PINS TO HOLD THE LEADING EDGES, TRAILING EDGES AND SPARS IN PLACE. CEMENT WING TIPS W1 AND W2. SEE NOTE. INSTALL CABANE BASES W3 AND W4 IN POSITION -- ADD W5 AND W6. GLUE ALL WING RIBS IN PLACE.

6

REMOVE THE FINISHED WING PANELS FROM THE BOARD AND CAREFULLY SANDPAPER THE LEADING AND TRAILING EDGES TO SHAPES SHOWN AT RIGHT WING PANEL. ALSO LIGHTLY SANDPAPER AWAY ALL THE GLUE LUMPS OR THEY'LL SHOW THROUGH THE COVERING.

13

WIND THE PROPELLER ABOUT 150 TO 200 HAND WINDS. COUNT IN TENS TO KEEP TRACK. HOLD AIRPLANE AS SHOWN AND LET IT GO WITH A GENTLE STRAIGHT FORWARD PUSH INTO THE WIND. IT SHOULD BE LIGHT, 10 M.P.H. OR LESS.

7

HOLD CENTER SECTION ON FLAT BOARD WITH PINS AND GLUE THE LEFT AND RIGHT WING PANELS TO IT. USE THE DIHEDRAL GAUGE STRIP UNDER EACH WING TIP FOR CORRECT ANGLE. COAT THE JOINTS BEFORE GLUING. GIVE THE WING JOINTS A SECOND COAT OF GLUE AFTER THE FIRST COAT IS DRY.

8

GLUE THE TWO PIECES OF THIN SHEET BALSA FOR THE TAIL. WHEN DRY, SANDPAPER IT SMOOTHLY WITH FINE SANDPAPER. CUT OR TRACE THE RUDDER AND STABILIZER TEMPLATES FROM THE PLAN AND ONTO THE BALSA. CUT OUT BALSA STABILIZER AND RUDDER.

14

IF YOUR MODEL HAS THE CORRECT TAIL SETTING IT SHOULD BEGIN TO FLY IN A SMOOTH FLIGHT PATH A. IF IT STALLS B, BEND THE STABILIZER TRAILING EDGE DOWN A LITTLE AT A TIME. IF IT DIVES C, BEND IT UP -- A LITTLE AT A TIME. TO CORRECT FOR TOO MUCH LEFT OR RIGHT TURN USE OPPOSITE RUDDER -- A LITTLE AT A TIME.

9

BRUSH THE FUSELAGE AND WING FRAMES WITH A COAT OF CLEAR DOPE. THEN BEGIN COVERING THE FLAT SIDE OF THE FUSELAGE. RUN TISSUE FIBERS LENGTHWISE, SHINY SIDE UP. WORK A FEW INCHES AT A TIME. LIFT THE LOOSE TISSUE -- DOPE A FEW INCHES MORE AND ATTACH IT.

10

COVER THE STRINGER AREA IN SEPARATE STRIPS. THE TRIMMED OFF EDGE BECOMES THE JOINING EDGE OF THE NEXT STRIP. DRAW THE TISSUE UP SMOOTHLY OVER THE FRAMEWORK. IF YOU DON'T, IT MAY WRINKLE.

\$1.75

KIT NO. 103
18-1/2 IN.

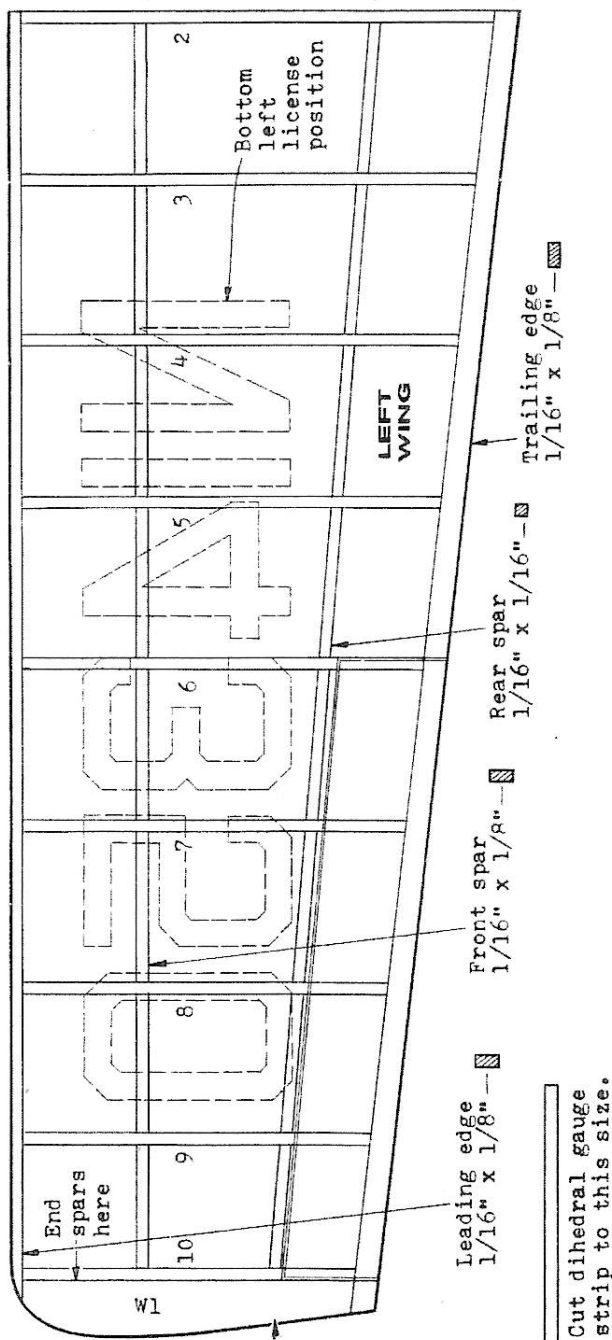
STARDUSTER Sportplane

STARDUSTER Sportplane

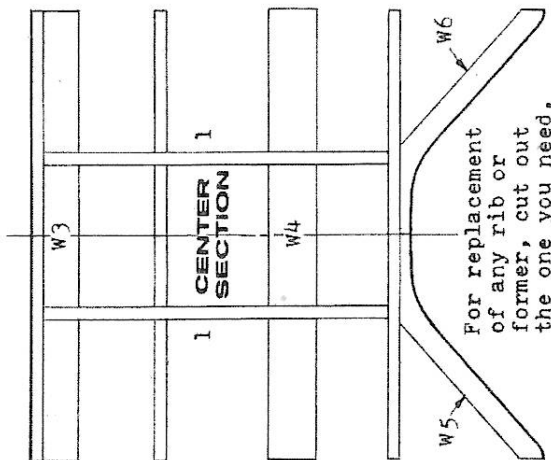
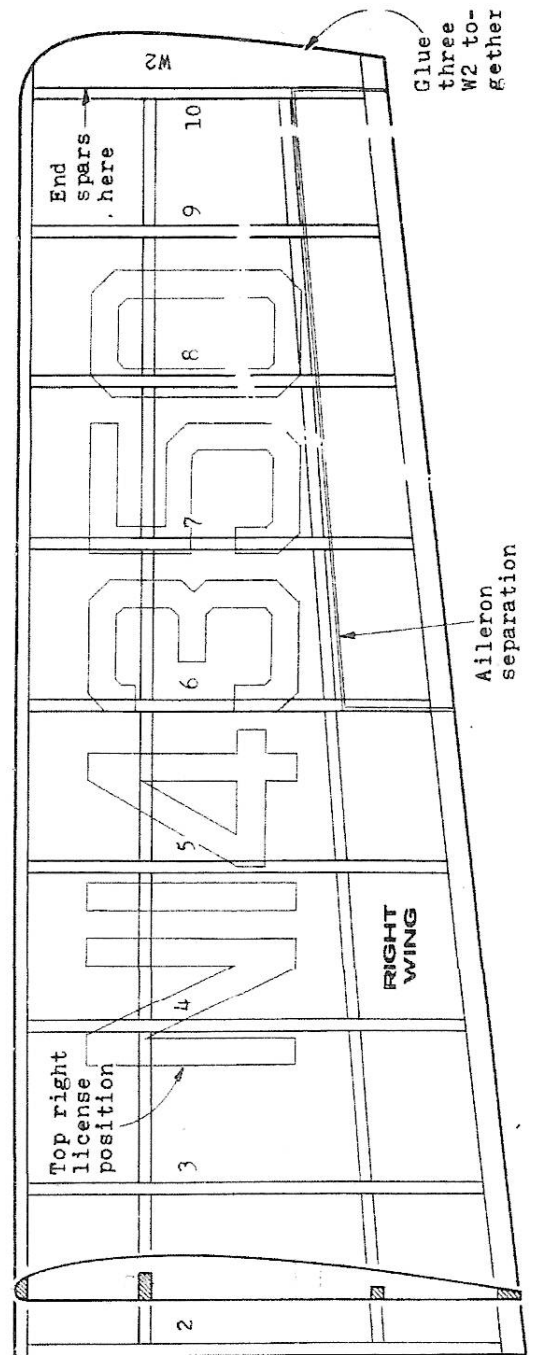
SEMI-SCALE PARASOL



TERN AERO CO. P.O. BOX 86398 CHICAGO, ILL., 60686



Cut dihedral gauge strip to this size.



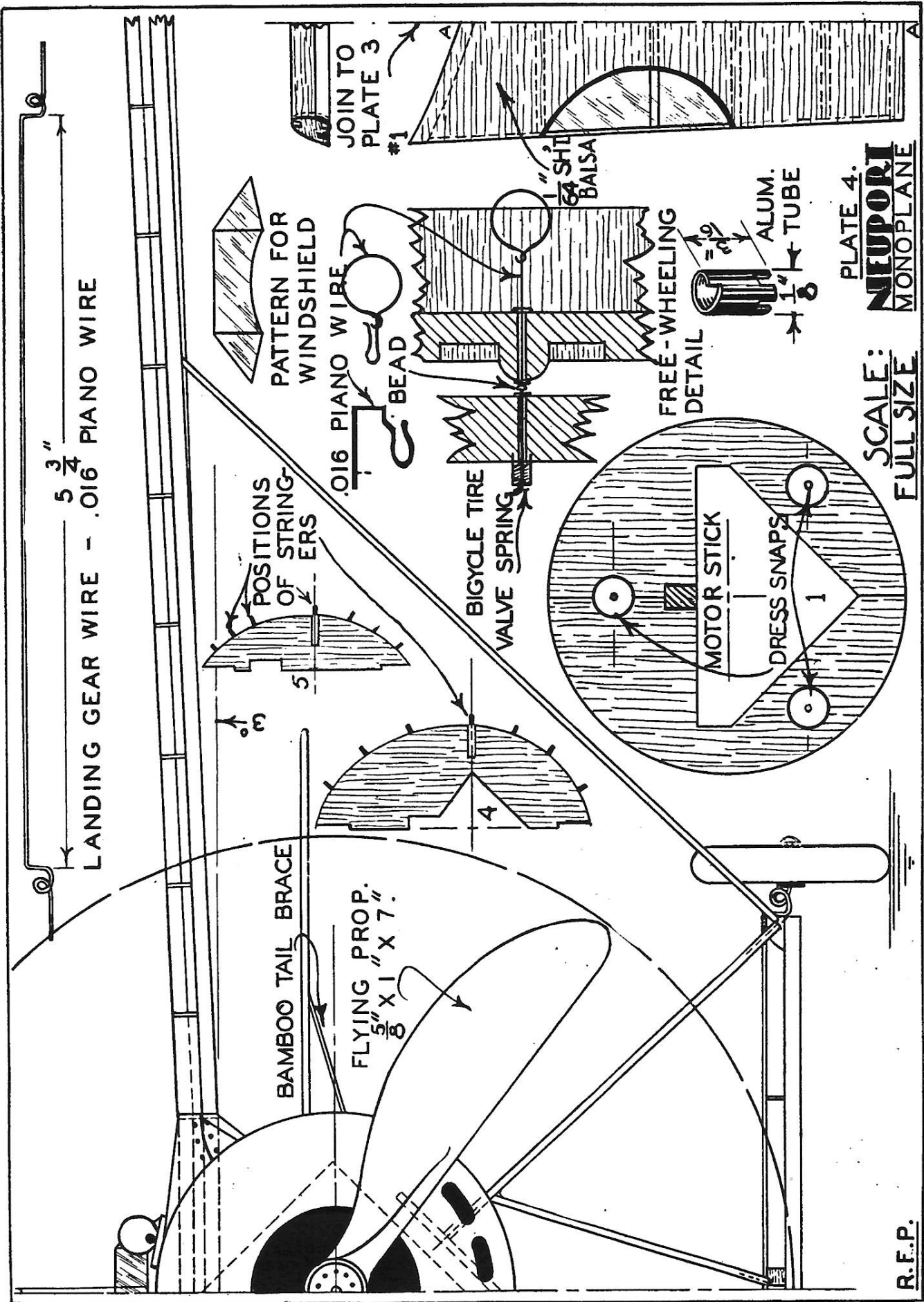
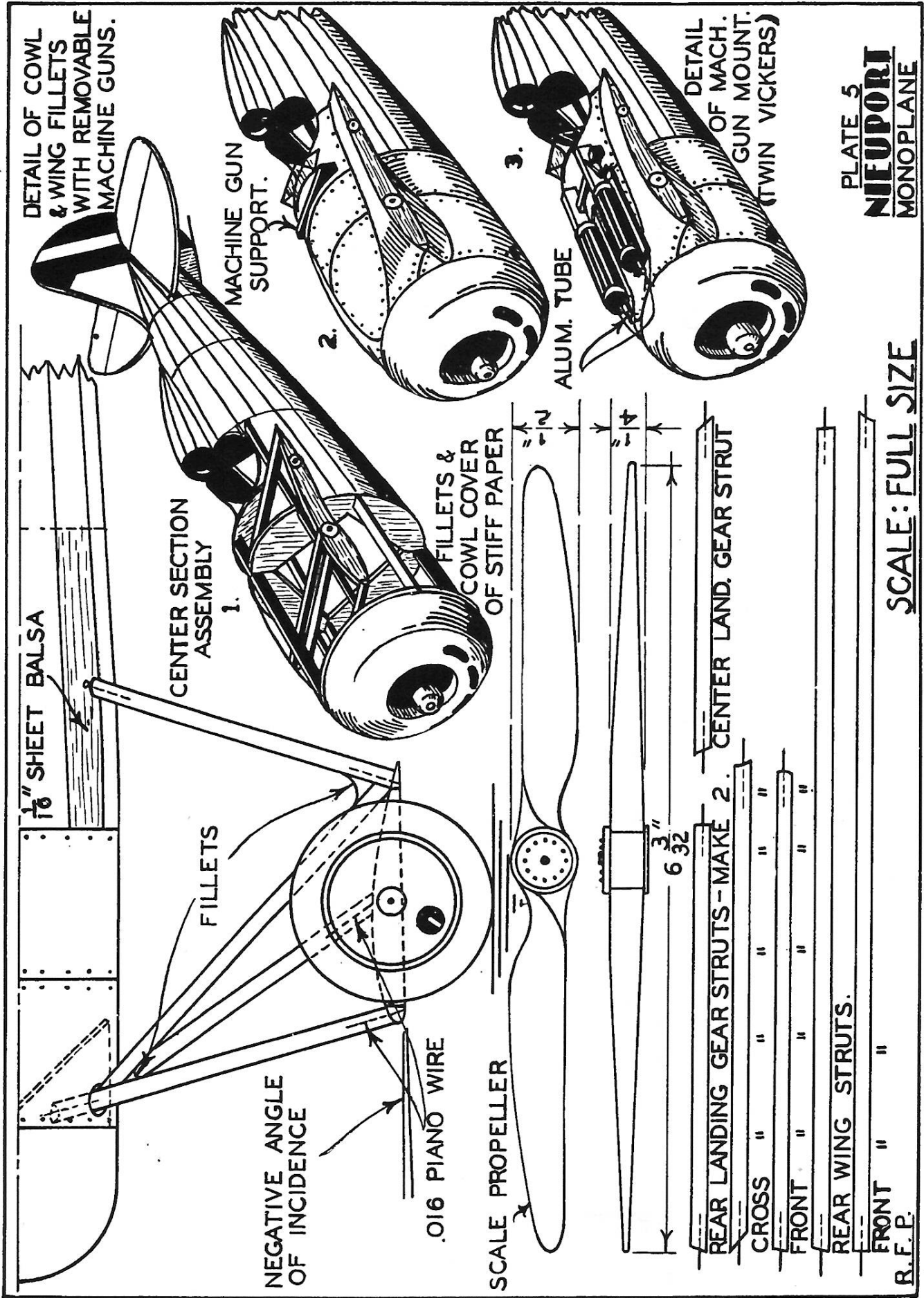


PLATE 4.
NEUPORI
 MONOPLANE
 SCALE: FULL SIZE

R.F.P.

SCALE: FULL SIZE



MAXECUTERS COUP D'ETAT: PROSKY PREEMPTIVELY PUNKED, SIMPERS SEIZES STRINGS

Special to the MaxFax by O. Leo Strutt, boy reporter

In a shocking development at the December 4th Maxecuter's club meeting, **Glen Simperts** took advantage of sitting President **Sefan Prosky's** absence, leapt upon a table, and pronounced himself the new President by Emergency Decree. According to sources who were at the meeting, the few attendees present were so stunned by Simperts' unexpected power grab that they all woke up and shouted "Aye!" before they had even had time to digest the implications of their apparent assent. Some have suggested the cowed members actually screamed "Aiiee!" rather than "Aye!", as Simperts, his eyes ablaze, pounded his chest and stomped about the tabletops in an intimidating fashion in the moments immediately after his daring declaration. Whatever the reality, the fact is that **Simperts now wields the mighty scepter of the DC Maxecuters, Potomac Pursuit Squadron #4 of the Flying Aces Club.**

After climbing down from the tables and wiping the froth from his mouth, Simperts wasted no time in setting forth his radical agenda, which included establishing the events and logistics for upcoming NBM events, seeking out and following up on contacts that might result in new indoor and outdoor flying sites, and continuing to pursue opportunities to exhibit the joys of Free Flight modeling to youth wherever practicable. Dazed club members, eyeing the stack of assignments that were piling up in front of them, nodded their heads knowingly and rolled their eyes when informed that Simperts was recently retired. "He'll calm down soon enough," they murmured amongst themselves.

Prosky, whose term as the Maxecuter's President was marked by a distinctly European style of *laissez-faire* administration, seemed oddly relieved at the turn of events. "Thank GOD," he said when informed of the news. Interviewed by this reporter at his palatial residence in Washington DC, Prosky sipped a cognac, stroked the head of his *niziny* and waxed nostalgic, musing that his apparent disinterest in things Maxecuter had caused him to suffer mightily with guilt. "I care, I really really do care," he protested, "but YOU try to head a club comprised of a bunch of retired Navy officers and nuclear engineers and what-have-you. It ain't easy! They all think they know everything! I wish Simperts luck!" After promising to mail back the Presidential ermine cape, and vowing to make occasional appearances at future Maxecuters events, Prosky excused himself to attend to his wife and young child, around whom he has apparently chosen to center his life rather than model airplanes. It takes all kinds!

Not surprisingly, in the immediate aftermath of Simperts' ascendancy, a number of opportunistic Maxecuters jockeyed for rank, under the pretense of supporting recent efforts by Secretary **Dave Mitchell** to regain charter with the AMA. Mitchell, whom many assumed had been next-in-line for the Presidency due to his close friendship with Prosky, sulked for a while before accepting the additional position of Vice President. **Stew Meyers** bared his teeth and withstood all challenges to remain as Treasurer and Newsletter Editor, while **Ray Rakow** grabbed the position of Club Safety Officer, apparently hoping to score a keen badge from the AMA.

Whither, Maxecuters? We shall see!

SkyLake Models Stew Meyers

A few years ago, I ordered a couple of SkyLake Models. These were router cut short kits and did not enthuse me. Recently SkyLake reappeared on the web and I ordered a couple of my favorite WWI models, a Sopwith Pup and Nieuport 11. This time I was enthused. The laser cutting was precise and wood was good. I really like the minimal structure that can result in a light model. These are 16 inch span short kits that fall within the Flying Aces Club Dime Scale rules currently in effect. This is mixed blessing as some curved parts would be better laminated. This practice is unfortunately currently proscribed by the FAC.

All these models use the K&P adjustable thrust button, which I rather like. But again there are a few drawbacks. The prop shaft is 1/32" dia. I have tried to drill this out to 3/64" dia. But it did not work well as the nylon housing warped slightly enough to bind the larger shaft. I bushed this with thin (.005) wall 3/64 od brass tubing which worked well to salvage the piece. It has a 1/32+ id and got me back to where I started.

The other problem with the K&P thrust button is it's 1/4 inch square size. That's not a lot of room to pass a fully wound motor through. If you remove the outer housing as well as the adjustable core this only increases the opening to 3/8 inch square. Still a bit small. I like to make the entire nose block removable rather than relying on the opening provide by the thrust button as shown on the plans.

On the N-11, the removable nose block had to be the entire cowl due to the exposed dummy motor in the cut away cowl. In the effort to make the prop shaft as short as possible to reduce the bending moment due to the necessary thrust offset as well as trying to squeeze the most rubber length as far forward as possible, the reverse 'S' hook is rather imbedded in the back of the dummy motor. This makes it difficult to attach a wound motor to it.

Years ago I came up with a Mueller alligator clip to grab the bent end of the prop shaft for a simple ramp or tube in a tube type clutch and couple it to the winder hook. However, this won't work with a swing clutch. Bruce Foster has come up with a simple harness that couples the prop to the hook on the winder. This solves the problem if you use a swing clutch. For these models I would use a swing clutch so I could change props until I found the right one and then switch to the tube in a tube clutch and Mueller clip which is slightly more secure during winding.

My other nit with the SkyLake rubber power setup is that the rear motor peg is too far aft. WWI rotary powered models particularly suffer from this. I moved the rear peg up two bays. I also make up a test fuselage to ascertain how many braiding turns I need and how many real winds I can put in the motor. On the Keith Rider Racers, the only problem is that I can't fit the model into my stooage with the location sown on the plan. I only needed to move the peg up half an inch to fix this.

A great feature of the SkyLake kits is the covering tissue files ready to print on 8-1/2 x 14 legal sizepaper. The instructions say: "Lay the sheet of tissue out on a flat surface, tape the corners of the tissue to hold it flat. Spray the bond paper with Krylon Easy Tack. Stick the bond paper sheets to the tissue and smooth. Cut the bond paper / tissue sheets out and send them through your printer, that's it."

What the instructions don't say is you need to lay the tissue shiny side down so the adhesive coated bond paper will be attached to the back side. Also if you don't let the adhesive spray dry for 5 minutes or more or get more than a very thin mist on, the tissue may not peel off easily. Fortunately, I found since I used an Epson printer, the DuraBrite ink printed tissue was impervious to Nitrate thinner, alcohol, and water. This meant if the tissue stuck, I could flood it with thinner and easily release the bond. The implications were obvious, I could use nitrate dope to cover the model and shrink the tissue with water or alcohol. I find this easier than the glue stick white glue approach. I also found Elmer's *Multi-Purpose Spray Adhesive* works well to coat the sheets.

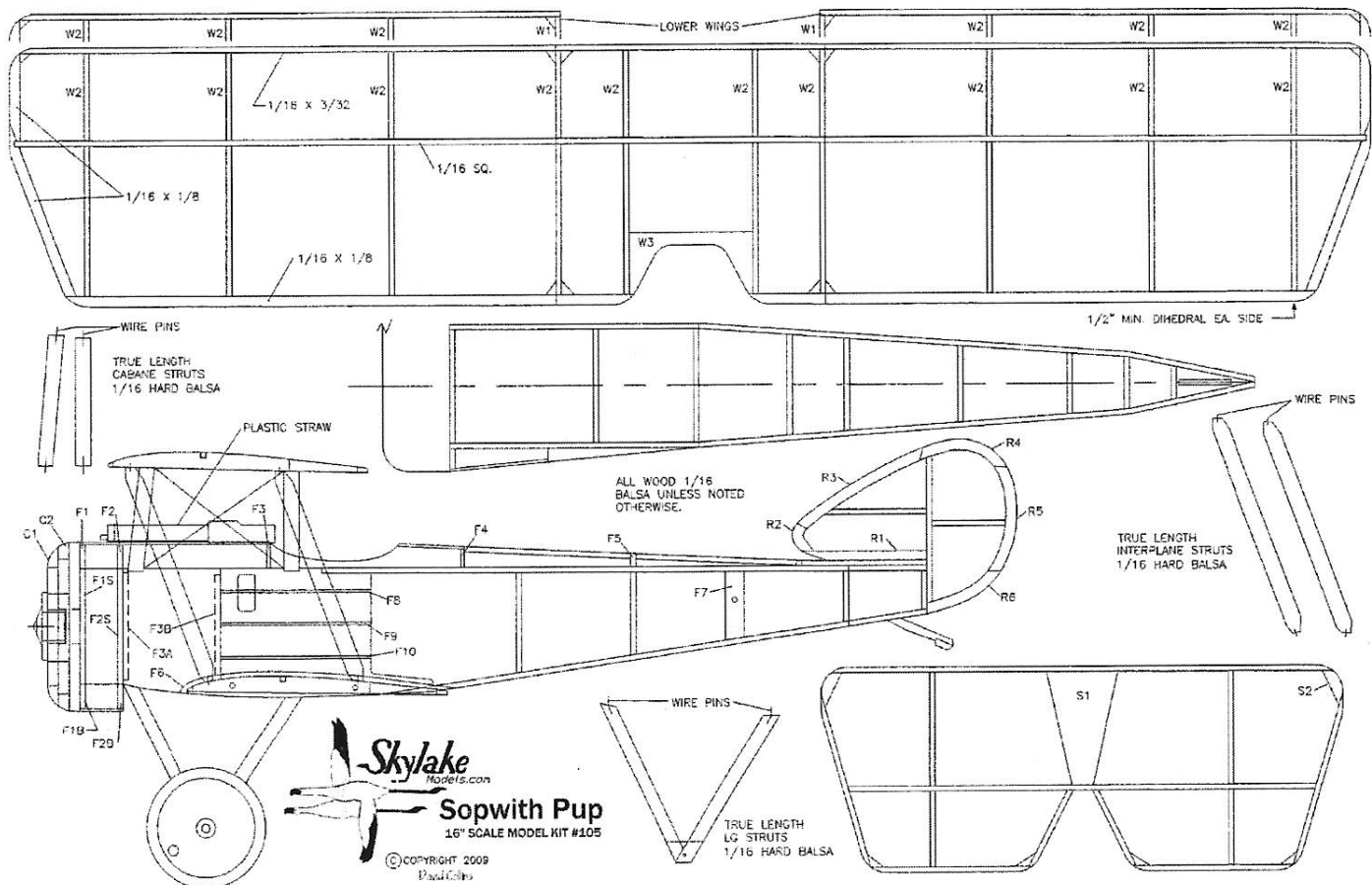
I found I really like using printed tissue, although I was a bit shy at first and only used it for the insignia on the Pup I built first. I was able to use Photo Shop to modify the PDF's provided by SkyLake. I changed the N-11 insignia to the Indian head of the Lafayette Escadrille found on the Nieto drawing, Comet, and Guillow's N-11s that I am accustomed to. The white on these tissues is simply an area not printed on. When doped, this become a bit translucent. I found I could really make them stand out by coating the back of tissue in these areas with a "White Charcoal Pencil". The point makes it easier to control than chalk.

Further discussion of printed tissue can be found at http://www.parmodels.com/Techniques_and_References/index.htm

David Collins uses wire pins for strut ends, I have found Sig-Hinge tabs are a better solution. Older Sig-Hinge material was 0.015 thick, that available now is 0.018. That's getting to be a bit too thick for 1/16th struts, but that's what I used on the Pup and N-11.

Subsequently I have found I can peel off the furry outer plys to reveal a 0.010 core that is just right. The razor saw has a kerf 0.010 wide. This material is especially valuable in reenforcing "Vee" joints. The strengthened end can be drilled to accept rigging or a pin for a cross piece like an axle or "W" strut. (Rather useful on the Nieuport Mono elsewhere is this issue.) I use Cyano on the strut end and Ambroid where the strut plugs into a slot made with a #11 blade in the structure. That way I can remove them when the need arises. The core hinge material is perforated and take glue well even with out the furry outer plys.

If you need to allow for length adjustment in a lift strut, the tab at the wing end should have the tab run perpendicular to the tab at the other end. Since the slot in the wing is now parallel with the long axis of the strut, a slightly longer slot will allow for adjustment.



PUP REVIEW

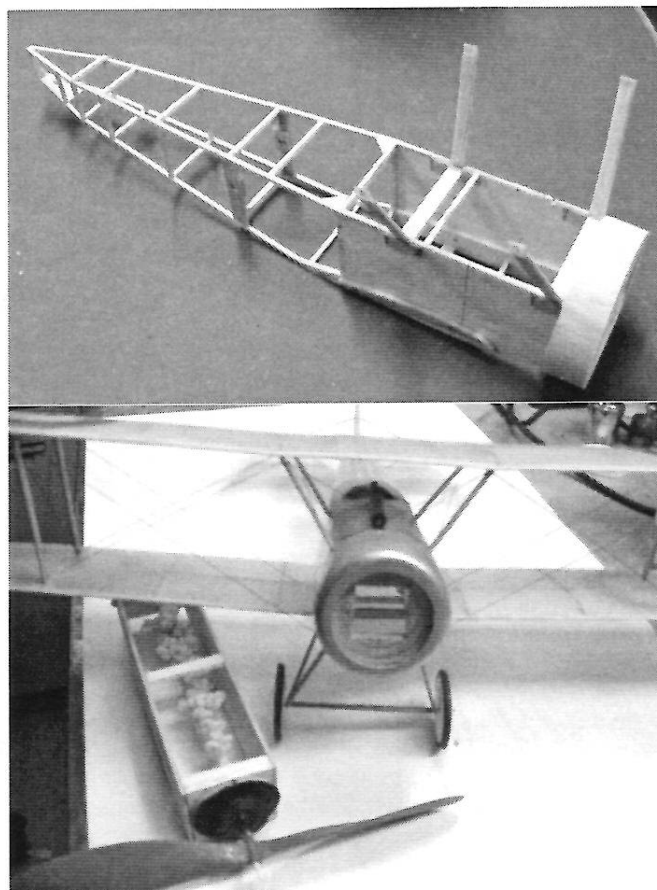
Obviously W1 ribs on the lower wing should be moved in to the W2 position on the upper wing. There are two extra W2 laser cut ribs to replace the moved W1's.

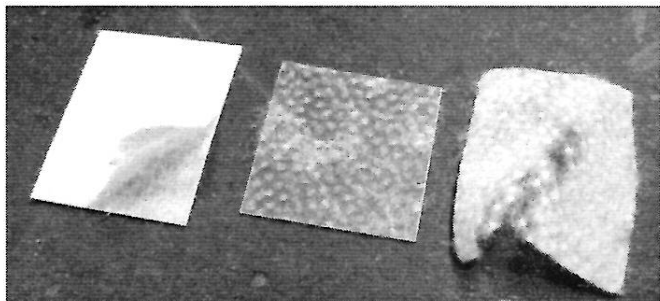
No details of the cockpit cutout are given, but it wasn't too hard to come up with the right shape.

You can see from the upper photo where the rear peg ended up. The ply reinforcement sheets at the cabanes are unnecessary overkill. The cabanes can be plugged in and out of their mounting slits during construction as can the interplanes. They are Ambroided in after covering during final assembly.

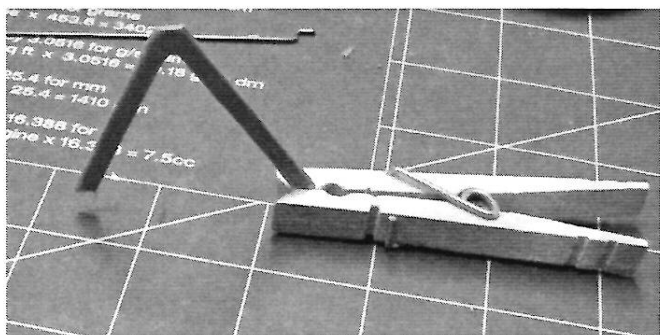
The lower photo shows the enlarged nose block opening in cowl piece C3 and the ply wood removable nose block disk. A new C2 cowl piece with the same inside diameter as C1 will make things easier. Magnets are used to hold the nose block in place. The motor test jig shown in the photos also has magnets to hold the nose block in place. It may not be obvious from the photo, that a K&P thrust button is used in the laser cut nontagonal motor piece. Plenty of room here for the necessary lead ballast cylinders. Since there is now a separate nose block thrust offset can be adjusted with shims as well as the K&P TB. There is a swing clutch on the prop shaft.

Those circles shown on the lower wing rib on the plan are 1/16th dia laser cut holes in both the fuselage sides and W1 ribs. By using a 1/16 dia hard wood peg, accurate wing positioning is assured.

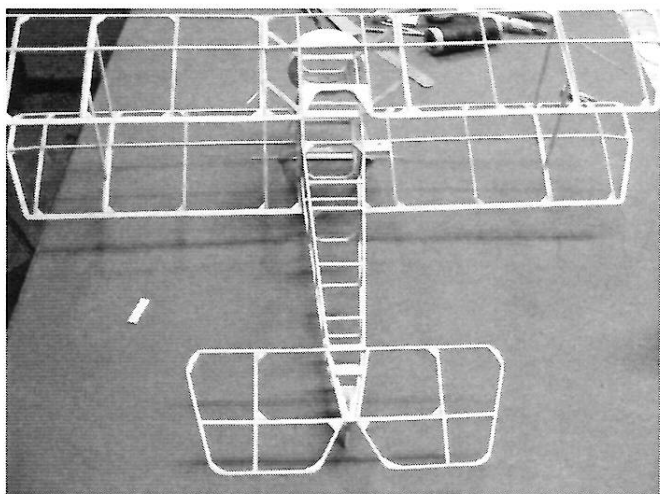




The photo above shows Sig-Hinge material. It is easy to use a razor blade to peel the fuzzy outer plys revealing a thin 0.010 perforated core that makes a nice thin tab that accepts glue well. You can get this from Shorty's Basement. <http://www.shortysbasement.com>



The tabs provide a convenient handle to hold the struts when painting them.

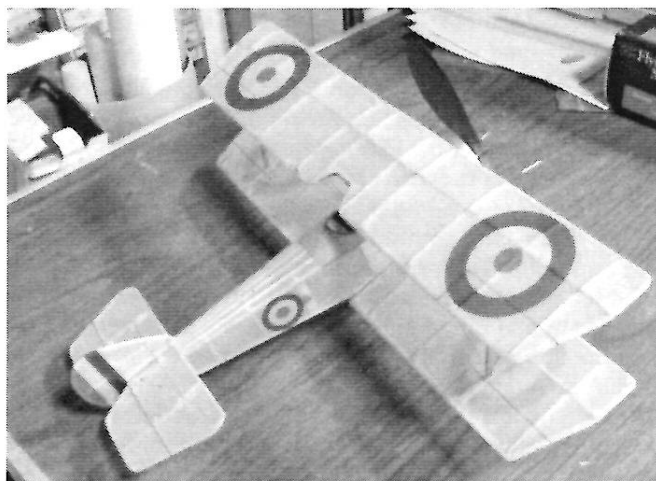


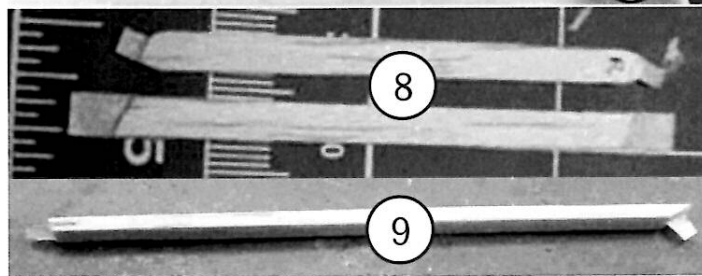
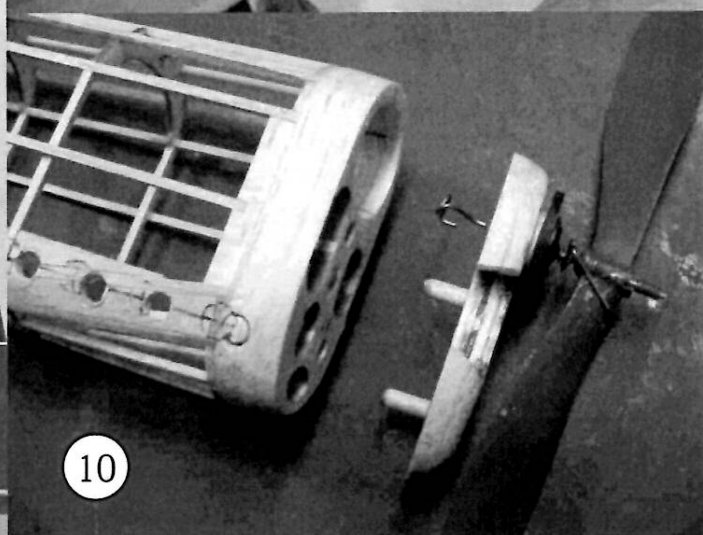
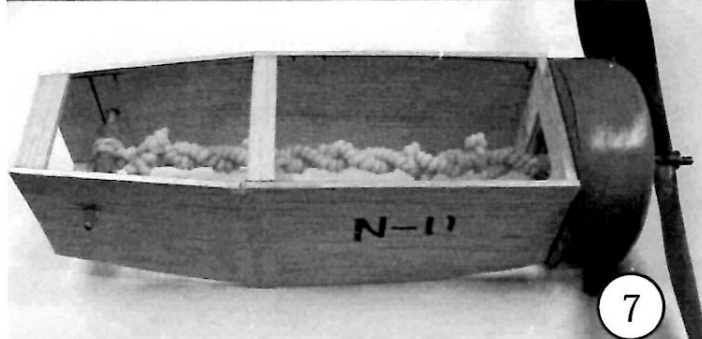
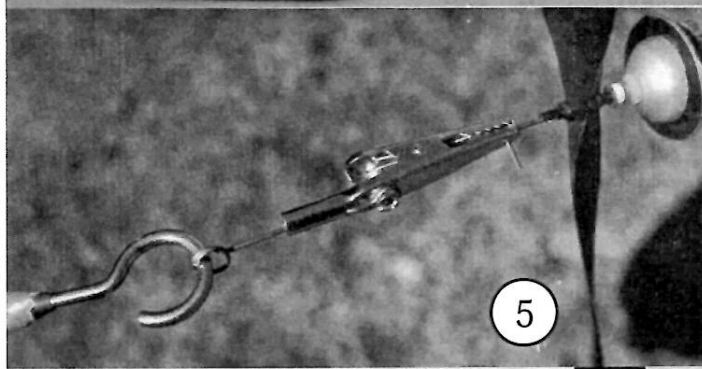
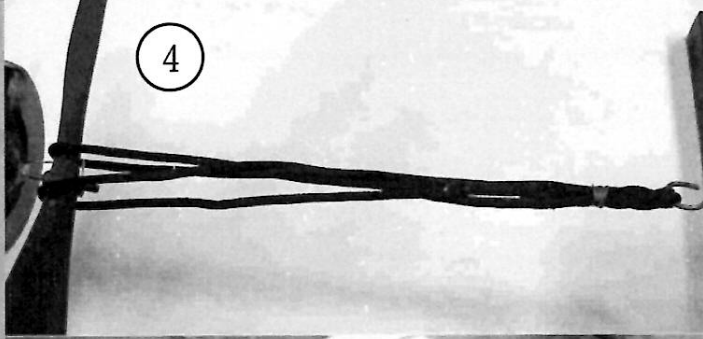
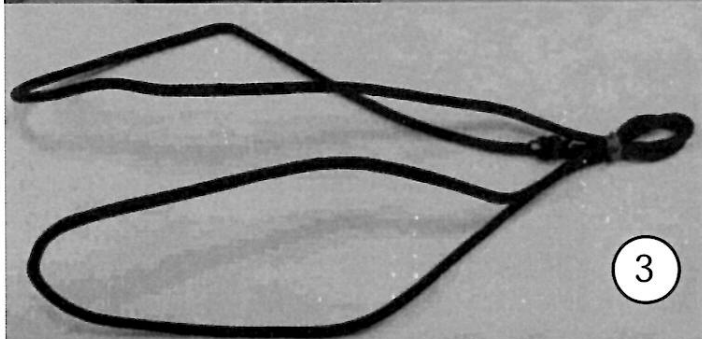
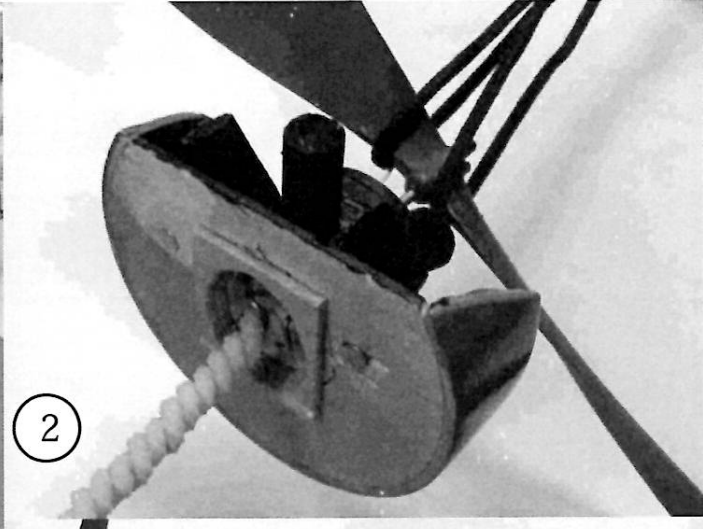
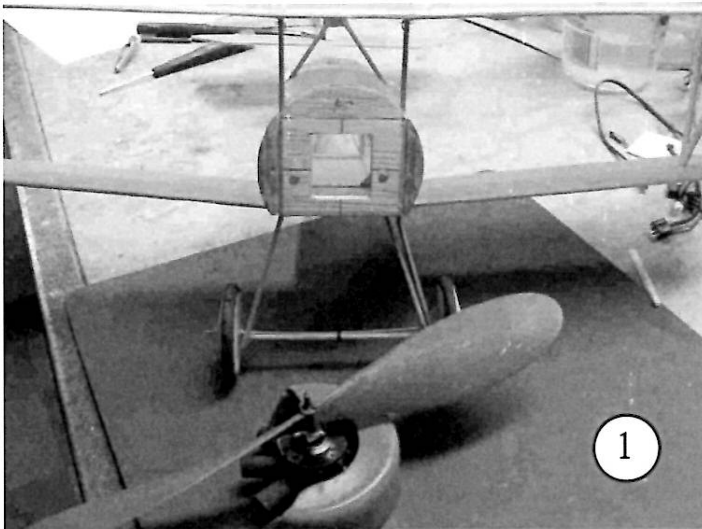
Pup structure note there are a few more gussets than are shown on the plan.

I am still sorting out the Pup. I am exercising that test jig to find how much rubber I can use. I am afraid with all my reinforcements it's a bit of a porker at 28 grams. I boosted the wing incidence to 3 degrees that turned out to be a mistake and forced me to do the same to the stab. I still need lots of down thrust. I am tempted to build another lighter Pup. I did order another kit to that end. \$15 is not much for the laser cut parts from <http://www.skylakemodels.com>

Page 19 Photos

1. SkyLake Nieuport N-11 showing large rubber opening and magnet mounted Cowl.
2. Rear of cowl showing submerged "S" hook.
3. Bruce Fosters winding harness made from a shoelace.
4. Winding harness in use.
5. Meuller Alligator clip winding adapter in use with ramp clutch.
6. Indian head insignia on N-11. Note how the white areas that have been backed by a White Charcoal Pencil really stand out. (Rigging, pilot and Gun yet to be added.)
7. N-11 rubber test fuselage used to test motors with out fear of damaging the real fuselage. This allows one to establish the required braiding turns and the number of true winding turns that can be put in with out bunching up and binding or blowing up.
8. Pup struts with Sig Hinge tabs. Note the tabs and ends of the struts are trimmed after the tabs have been Cyanoed in.
9. Lift strut with tabs at each end perpendicular to each other to allow adjustment in effective length.
10. SkyLake KR3 Jackrabbit bones showing cowl mod for more rubber clearance and filled in areas to support exhausts.





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Using Sig Hinge tabs.

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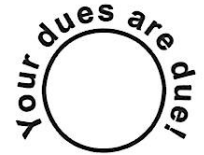
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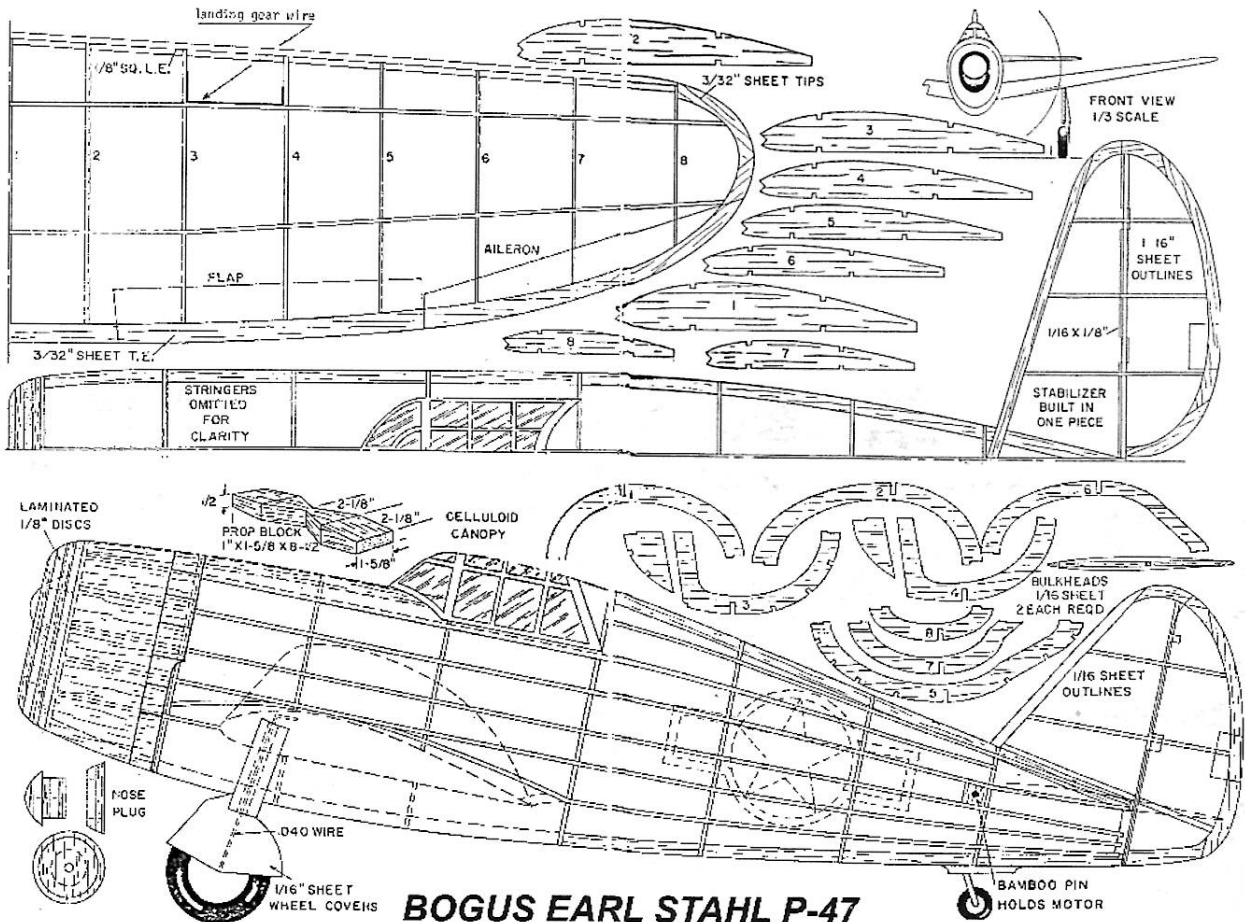
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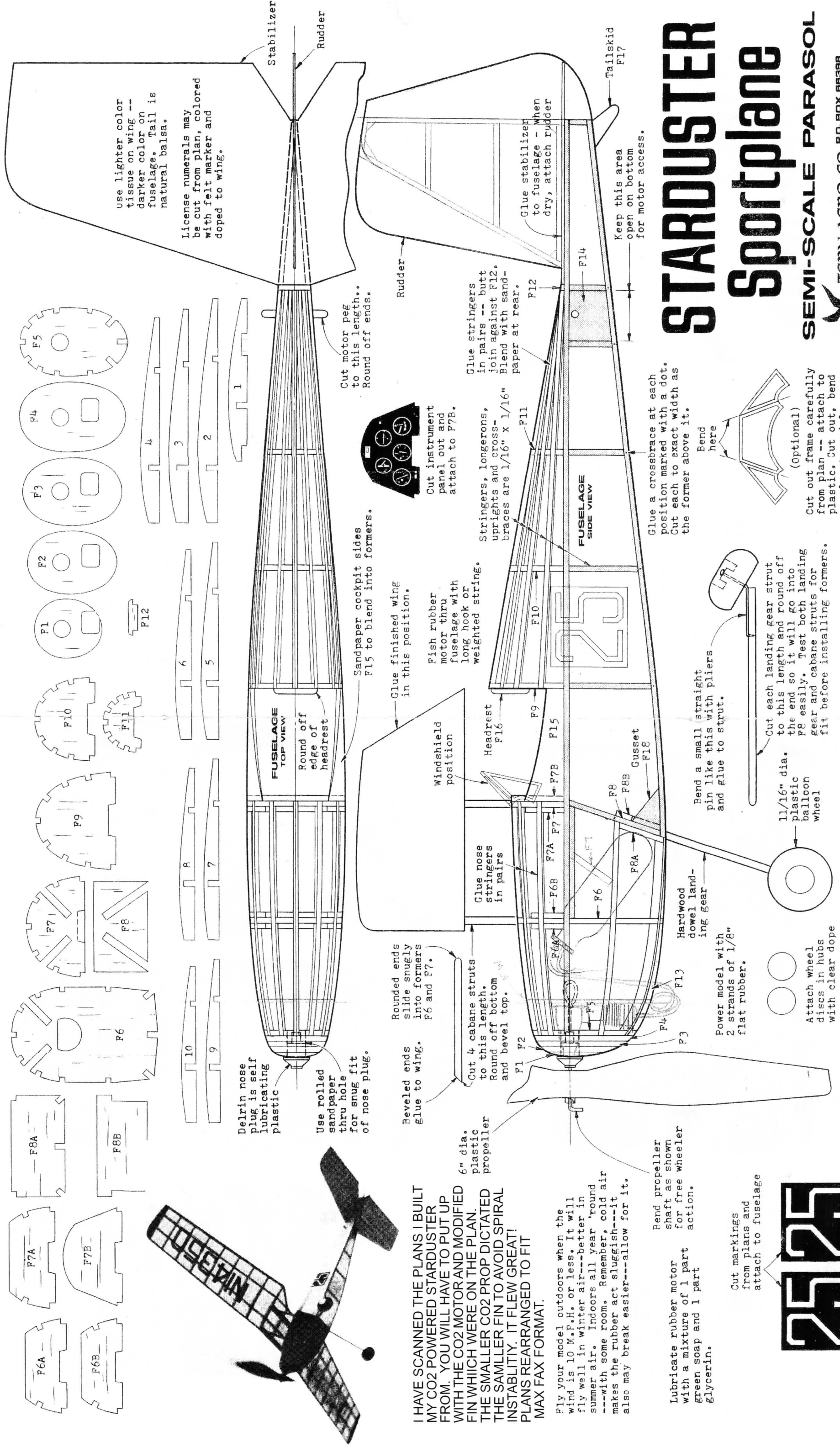
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BOGUS EARL STAHL P-47



use lighter color tissue on wing -- darker color on fuselage. Tail is natural balsa.

License numerals may be cut from plan, colored with felt marker and doped to wing.

Cut motor peg to this length. Round off ends.

Cut instrument panel out and attach to F7B.

Glue stringers in pairs -- butt join against F12. Blend with sandpaper at rear.

Glue stabilizer to fuselage - when dry, attach rudder

Keep this area open on bottom for motor access.

Glue a crossbrace at each position marked with a dot. Cut each to exact width as the former above it.

Bend a small straight pin like this with pliers and glue to strut.

Cut each landing gear strut to this length and round off the end so it will go into gear and cabane struts for fit before installing formers.

11/16" dia. plastic balloon wheel

Power model with 2 strands of 1/8" flat rubber.

Attach wheel discs in hubs with clear dope

Bend propeller shaft as shown for free wheeling action.

Lubricate rubber motor with a mixture of 1 part green soap and 1 part glycerin.

Cut markings from plans and attach to fuselage

I HAVE SCANNED THE PLANS I BUILT MY CO2 POWERED STARDUSTER FROM. YOU WILL HAVE TO PUT UP WITH THE CO2 MOTOR AND MODIFIED FIN WHICH WERE ON THE PLAN. THE SMALLER CO2 PROP DICTATED THE SMALLER FIN TO AVOID SPIRAL INSTABILITY. IT FLEW GREAT! PLANS REARRANGED TO FIT MAX FAX FORMAT.

Fly your model outdoors when the wind is 10 M.P.H. or less. It will fly well in winter air---better in summer air. Indoors all year 'round ---with some room. Remember, cold air makes the rubber act sluggish---it also may break easier---allow for it.

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