

MAX FAX

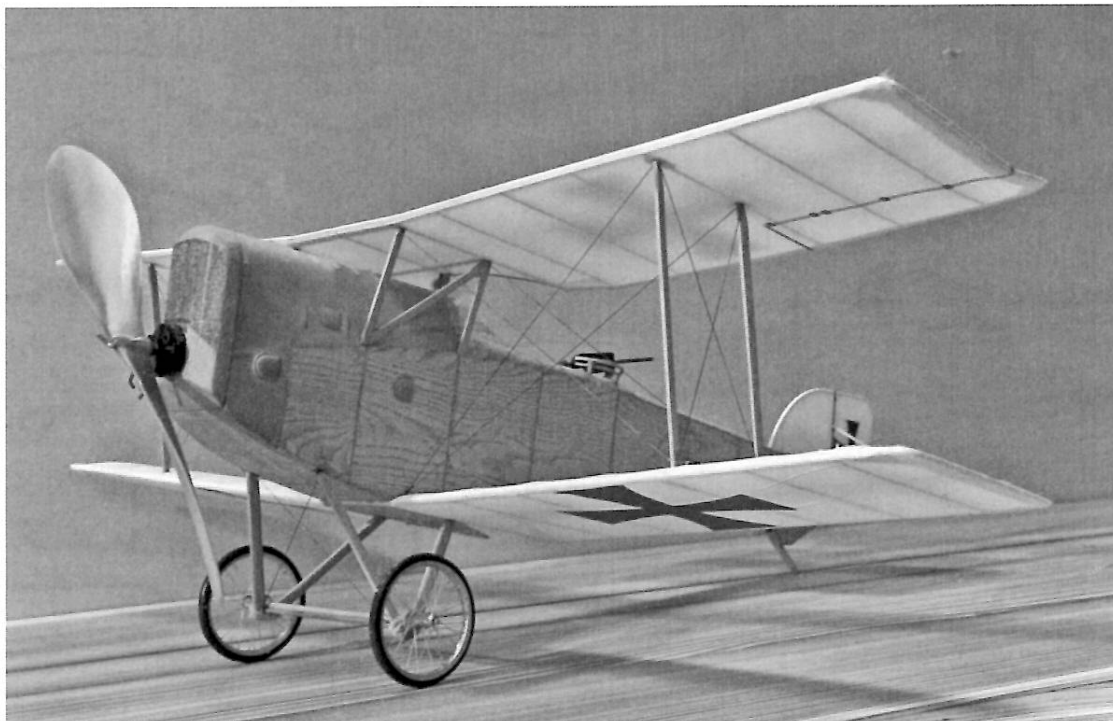


Journal of the D. C. Maxecuters

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

Editor: Stew Meyers

2015-2



PEANUT AVIATIK BERG C-1 ISSUE

COMING ATTRACTIONS

20 JUNE 2015 LANGLEY SOAR OR SOAK CONTEST

Accokeek, MD Hayfield at Piscataway National Park

Flyer on page 8

JULY 15-18 2015 FAC NON-NATS

National Warplane Museum Airfield in Geneseo, NY.

<http://www.flyingacesclub.com/facnats.html#nats>

SEPTEMBER 17-18 2015 FAC OUTDOOR CHAMPS

AMA site Muncie, IN.

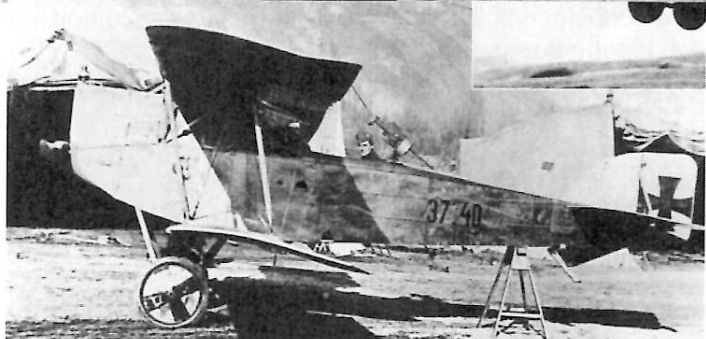
<http://www.flyingacesclub.com/BP215.pdf>

OCTOBER 17-18 OCTOBER HURRICANE MEET

Raeford, NC Events similar to spring Kudzu events

<http://www.flyingacesclub.com/15hurricane.pdf>

AVIATIK BERG C-1 37 PHOTOS



MaxFax 2015- 2

NOTE - WE HAVE GONE FROM
BIMONTHLY TO QUARTERLY

Stew Meyers Editor

Aviatik-Berg C-1 ISSUE

Well here it is May and time to put out the Spring issue of MaxFax. Going quarterly has stabilized our budget and it looks like we can continue with our print edition for quite sometime. Rising postal rates and publishing costs have affected many publications. As you may know Carstens folded last year taking Flying Models with it. The good news is Thayer Syme, the last FM editor, has formed Flying Aces Press, bought the name and plans from Carstens and will revive FM. Check <http://flying-models.com/> for details as they are announced.

This may well be the last issue of MaxFax that I put out, as I will become the editor of the Flying Aces Club News later this year. Fear not as master modeler Dave Mitchell will be taking over as MaxFax editor. I will continue as treasurer and handle membership-subscriptions for MaxFax. Dave has supplied the Aviatik-Berg C-1 peanut plans for this issue. Yes, it flies! I saw it go for six minutes on its third test flight. I am building one myself as is Wally. I present some information on color and markings as well as the single seat mod and finally some building notes. I might mention Dave's Waco QDC has been chosen as the NFFS Models of the Year.

We also have the results from the March NBM event a Flyer for the Langley event and Ed Heyn's Aviatik-Berg C-1 peanut plan. I have included an Email Josh Finn wrote on scale documentation that pretty much hits the mark.

P2 AVIATIK BERG C-1 37 PHOTOS

1. 2. 3. 4. 37.06 prototype with slightly smaller fin & rudder than the production models.
5. 37.07 fin enlarged somewhat.
6. Unknown serial number, but the best front view I have found.
7. 37.40 Good profile but the louvers are washed out, Note that now the fin and rudder have increased in height.
8. 37.13 Better view of motor area may have Pattern B on fuselage with serial area unpainted.
9. Crashed series 37 aircraft with a good view of motor cowl.
10. 37.11 being sighted in. Good view of cowling and under carriage. Note U-C bracing wires both fore and aft.

Details varied between manufactures and guy wires were added to address structural deficiencies.

MEMBERSHIP - Dues for membership in the DC MAXECUTERS are **\$25** per year for residents of the USA, Canada, and Mexico, and **\$35** for all other countries. You may now use PayPal at the website:

www.dcmaxecuter.org

Your mailing label indicates the year and month of the last issue of your current membership. An "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 - Four issues of MaxFax are sent each year, one each quarter, but since this is a volunteer publication nothing is guaranteed except that four issues will be sent to all members. ***(Rising costs and dwindling membership have forced us to go to four issues a year as of 2014.)***

CONTACTS - membership questions should be addressed to Stew Meyers phone 301-365-1749.

stew.meyers@verizon.net Email gets immediate attention. Material for the newsletter can be sent to either Stew or Dave Mitchell davedge@me.com.

ABC-1 Building Notes

Stew Meyers

Any plan leaves something for the builder to improvise. Dave has produced some really excellent plans, however as I built to them, I ran into some questions. Fortunately I could talk to him about them. Sometimes there was a discrepancy that he corrected and sometimes it was just a difference of opinion of how something could be done. Also as he was building the model for the first time, he found some things he need to change. Most of these modifications have made it into the drawings in this issue, but not all. I can assure you he reworked the plans over and again. There is always a question as to how much scale detail to put on a model and how much to show on the plan. On something as small as a Peanut, this is especially true. The plan needs to show the structure as built and some times showing scale details obscures necessary construction features and vice versa.

I'll endeavor here to note what changes were made from the plans as presented and how some tasks were accomplished.

I used Sig hinge tabs at the end of all struts that mate with slots in the rib or longeron. The ends of these are drilled with #78 bits to accommodate the rigging.

....Continued on page 6

Aviatik-Berg C.1 Peanut Scale

by Dave Mitchell

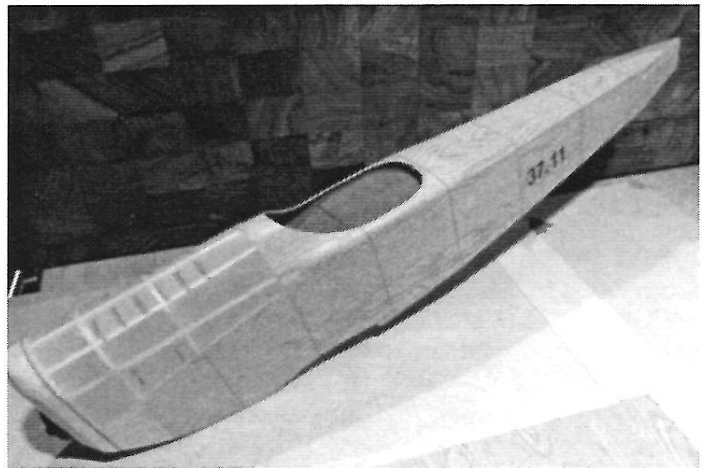
I got interested in the Austro-Hungarian Aviatik-Berg C.1 partially as a result of having built Ted Davis' excellent 20" Aviatik-Berg D.1 design a couple of years back. It took a little while to realize the D.1 was one of those models that really wanted a lighter motor / lower wing loading approach to perform its best, but once I figured that out (and made the rigging more structural) it began to show real potential. So the C.1 seemed an even better choice for modeling with its slightly better moments. I'm not the only one who thinks so—among others, Edward Heyn put out a nifty peanut plan in 1977 which is structurally designed about as well as you could ask. There were a number of what I considered scale inaccuracies on that plan, though, and I reasoned that in the 37 years since he had designed his model, perhaps more would have come to light about this aircraft. Certainly the publication in 1993 of Grosz / Haddow / Schneider's Austro-Hungarian Army Aircraft of WWI promised more reference material, and while I had never even come within sniffing distance of that epic tome (now selling in the \$1000 range on the web) I had hopes that some of the pictures and color profiles might have made their way into general circulation.

I was right; but it is the curse of even the most diligent researcher to often be confronted with just enough information to confuse issues in equal measure to illumination, and so I'm not entirely sure that I can lay claim to my version of the C.1 being any more "scale" than Mr. Heyn's. It began as a mongrelization that alluded in various ways to the handful of pictures, 3-views and color profiles I found on the web, and others that were graciously provided to me by Rich Weber; and in the late late stages of the drafting of this plan—in fact, after I was well along building the model—Stew Meyers came forth with THE BOOK itself, which in truth sort of turned the whole project on its head. But as the C.1 was license-built by at least five different firms during the war, and variations are readily apparent from photo to photo, and none of the available three-views and color profiles seem to completely agree, either with one another or with photos...well, I guess all one can do is take a stand in the best FAC tradition and do one's best. Onward, historians—backwards into the future!

One thing needs clarification for sure—the Aviatik-Berg C.1, and the Aviatik C.1, are not the same airplane. While Aviatik, in Germany, was the parent company, the Aviatik-Berg C.1 was designed by Julius Berg, chief designer of the the Austrian subsidiary of the company, Österreichisch-Ungarische Flugzeugfabrik Aviatik. The C.1 bears a strong resemblance to Berg's successful D.1 design, having a rather chesty, blunt nose that incorporates the radiator within the cowling; rectangular, low aspect ratio wings and stab; and minimal wing spacing. The Aviatik C.1, in contrast, has slightly swept wings of a much higher aspect ratio, an elliptical stab,

and more streamlined nose with an exterior-mounted radiator. The roots of all this confusion are found in the methods the various AH manufacturers used to name each design. Practically every company had a D.1, a C.1, and so forth. The internet is quite confused on this score, more proof that you can't believe everything you read.

On to the model. Well, it's a peanut, so keep it as light as you can! As of this writing, minus some scale details (rigging, exhaust stacks, tailskid and armament) mine weighs in at about 15g. Alas, I had hoped to bring it in at 12g all up, but clearly I have not (and may not ever) reached that rarefied strata of building. I designed it to be built with mostly 1/20" stock. Feel free to beef it up to 1/16", but above all try to keep the tail as light as possible.



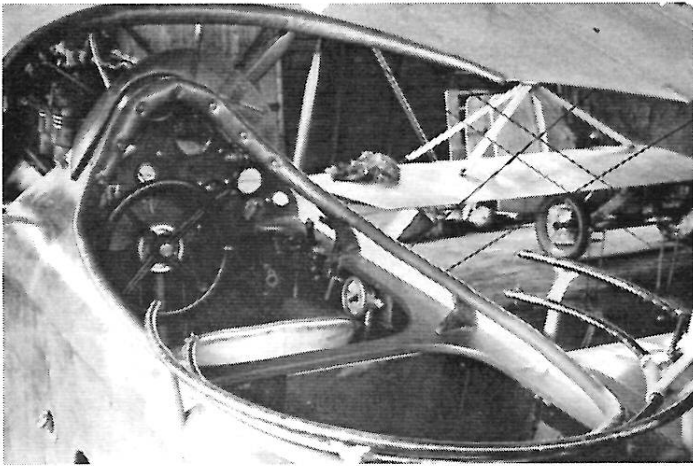
I was divided on whether to do the nose and cockpit cowling with paper or thin balsa. In the end, I used a mix—very thin balsa around the cockpit, drafting vellum up front. I like the way vellum dimples a bit when moistened, which makes it look like something like formed and beaten metal. It's also easy to make raised louvers in vellum, as per the article in the last MaxFax. There's gobs of neat little detail points for this bird...but watch your weight!

Construction is pretty conventional, but here's a couple to things to watch out for:

- Look for "X"s on the plan to mark where struts attach to the wings and the stab.

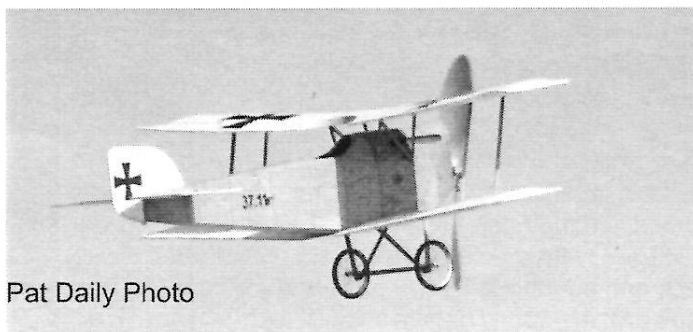
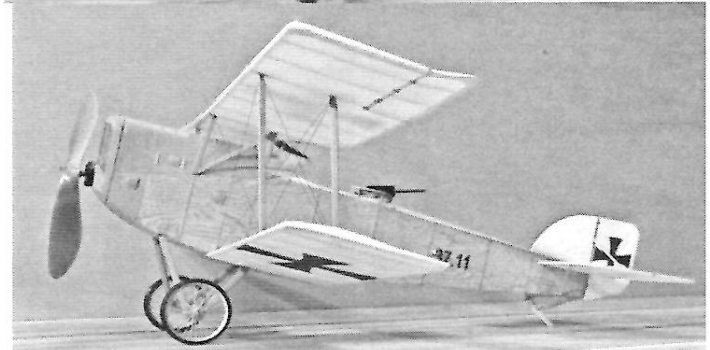
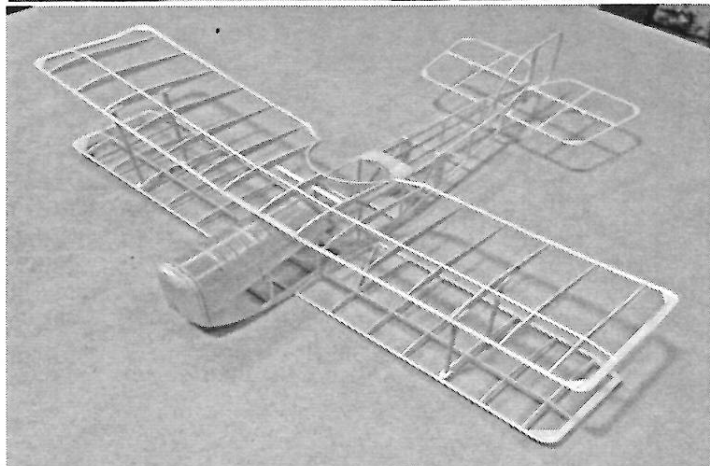
- Note the washout on the ailerons—I was too lazy to draft this, but I left the bottom of the tail ends of those three outboard ribs full to the building board, with a little balsa tab sticking out to support the wet bent TE while the glue dried. I left extra balsa on the tops of those ribs from the aileron line back to the TE. Once the assembly was dry, I sanded the underside flush to the TE creating the upsweep, and carved the tops of the ribs clean. Note that the washout is limited to the ailerons, and does not extend into the main wing structure.

- On the upper wing, the TE ceases to be scalloped once it gets to the ailerons. -The cutout on the upper wing gets thicker in height as you move towards the center rib, which has a stub end. Take a look at the photo below



The cutout will look proportionately thicker than the real thing—that's because of the thicker, non scale airfoil. Stew is building one, and opted to thin the end of the center rib to bring the height of this cutout down a bit. In fact, being the inveterate tinkerer that he is, he opted to make all SORTS of modifications to the plan, some of which I've incorporated, some which of which I'll leave to him to explain in his accompanying build notes.

How does she fly? Very nicely. I outfitted mine with a 6" trimmed and scraped Peck prop (I think it started out as a 7") and an 18" loop of 1/8" Tan Super Sport, well braided and lubed. Flown "in the white", that is without the aforementioned missing details (which will of course diminish performance due to drag and added weight) and sporting a nifty pair of Fulton Hungerford spoked wheels that Pat Daily provided (thanks Pat!), test glides were very promising—nice and floaty, with no awkward tendencies, and best of all NO additional ballast required—I LOVE that when it happens!



Pat Daily Photo

The little ABC.1 took all of three or four low-wind test hops to get dialed in—a bit of additional right thrust—and came perilously close to going OOS on her first full-wind flight, gobbling up the field and soaring out over the tick-infested and briar-laden graveyard copse where none dare to tread (except Wally Farrell). Fortunately she cleared it, and made it to the open area beyond where I caught sight of her circling down for a 6+ minute flight.

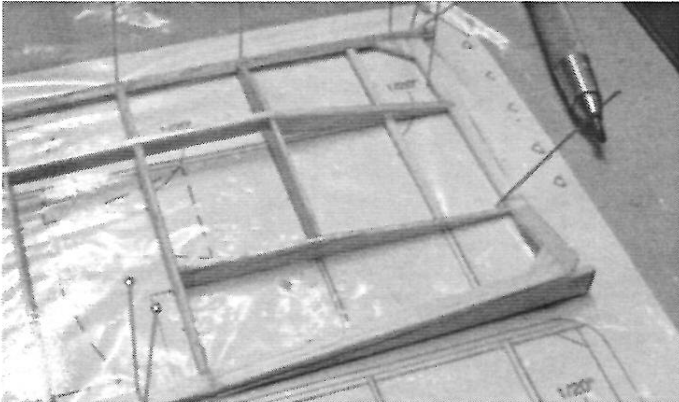
Results may vary.

In the next column we see Wally Farrell and Dave at a joint building session working on ABC-1's. And then some shots of the prototype which may differ slightly from the plans in this issue.

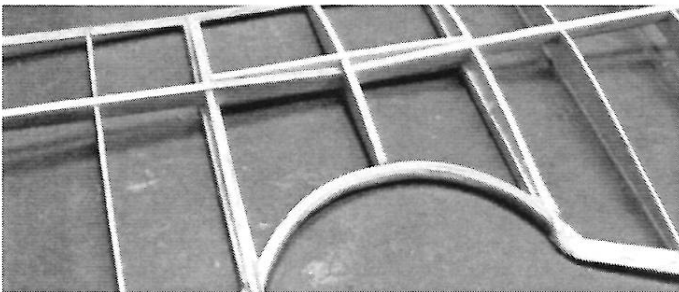
.....Building Notes Continued

Wing construction:

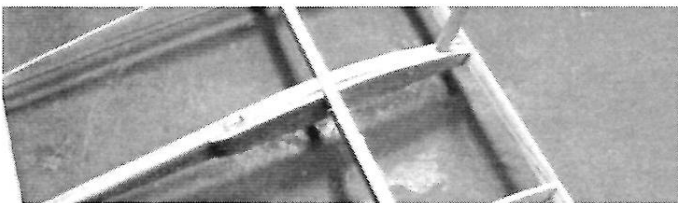
I tapered the spar at the tip and added a 1/32 aileron spar. It was constructed flat, then cracked and the shim was inserted to create the characteristic aileron washout.



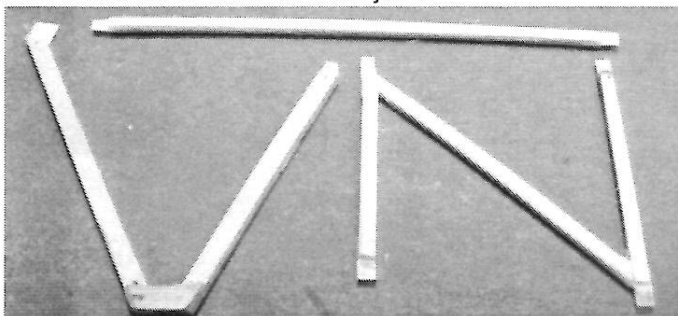
The upper spar center section joiner is done similar to that shown on the plans for the lower wing. Note the tapered central rib 1/16 wide to support the Schartzlose and 1/32 reinforcing on either side of ribs that the cabanes attach to.



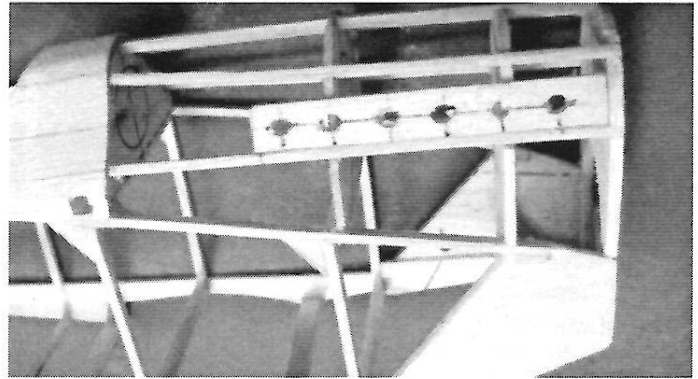
Lower wing strut attach. Note reinforcement and typical slot for rear strut. Forward strut is in place.



Sig hinge tabs in slots at end of all struts reinforce the drilled holes and Vee joints as well as strengthening what would otherwise be a but joint.



One thing Dave did not show on the plan was how the exhaust mounts. Rolled black tissue tube will be inserted into the holes after painting is completed. The rear two straddle the forward cabane strut. You can just see the slot for this in the longeron at the gusset.



Another point or two, the first former should be faced with 1/64th plywood. Magnets are used to hold the nose block in place and a Gizmo Geezer adjustable thrust button is used.

You will also note from the photos that Dave has modified the undercarriage. Using a piece of carbon rod to join the "Vees" is not only more scale but stronger. This rod extends through an angled hole in the Vee and ply reinforcement. The axle is held in place by shock cord at the ends per scale. Don't forget the guy wires, for and aft, that Dave has yet to install.

The fuselage anchor point for the flying wires is not well defined on the drawings, but is in line with the forward strut (and the forward spar on the full scale aircraft). I installed a tube here capable of taking two wires as both fore and aft flying wires anchor here. This greatly simplifies the rigging as it can be done with two loops with if the landing wires are allowed to cross the center section as well. Easily done with the holes drilled in the ends of the cabane struts.

Assembly:

After covering the wings tail and fuselage, the cowl is added, masked and painted. Might as well paint the struts, U-C and nose block now as your spray gun will be loaded with medium gray. Paint the exhaust area black and add those little vent doors, cockpit combing, steps and any other details such as exhausts.. Glue the lower wing in place. Now you can use the jigs to locate the upper wing and install the cabins. If everything looks good you can glue the struts in place with solvent based cement (Ambroid or Duco) as you may want to remove something later for repair. Now add the U-C and its rigging. The tail skid mount is carved from foam and covered with the same pattern as the fuselage. The tail skid is glued to it and the assembly glued to the fuselage. Now is probably the time to add wing and tail rigging.

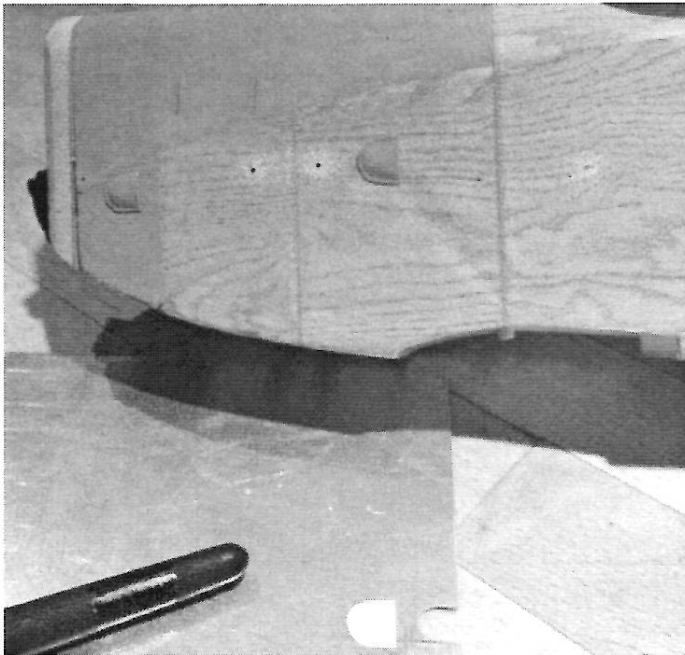
A word about the wheels, the F-H wire wheels are cute, but no combat aircraft would ever fly without the wheel covers to keep mud out of the spokes. Aviatik put crosses of various styles on theirs. A hard nosed judge might suggest covering the F-H wheels.

Foamies are a cheap and easy way out.

Don't forget the pilot and gun

Patterns are supplied for the cockpit and cowl, but you will probably have to modify these to fit your build. I found using Engineering ruled vellum to be ideal for this. The transparency aided in seeing what had to be trimmed or extended and the ruled grid aided alignment.

How do you make the vent doors? Here Dave tells how: "In an article I wrote up for the sadly defunct Flying Models a couple years back, Tom Hallman outlined a neat way of using embossed paper to make various details for models. Here's the same basic approach used for making the access hatches found on the nose of the Aviatik Berg C.1. Start by grinding the shape you want into a piece of 1/32" aluminum or brass. Place this on top of a piece of styrofoam insulation, and place your chosen paper on top of the sheet metal (card stock works well, or heavier print paper—experiment with different types to get what you want). Find a paintbrush or tool with a nice rounded end that you can use to gently rub the paper down into the cavity in the sheet metal. The styrofoam will support the sheet metal, but will "give" as you emboss the paper. Once the paper has taken the shape you want, you can cut it out with scissors or an x-acto. Hey presto! "



FAC Documentaion

Joshua Finn

If you're planning to fly FAC scale here in the US, I've got a few simple thoughts that have been successful in getting me near maximum static marks even with less than perfect building skills.

Continued in next column >

1. The rulebook says you need a 3-view and photos.

Before building any scale model, do a google search and find those items. If you can't find them, select a different airplane.

2. Reality is that the 3-view is only there to prove that you didn't significantly fudge the shape of the airplane. Make a note in *red* on the 3-view page of your documentation packet that says that the 3-view is there only for layout reference so as to remind the scale judge how FAC judging is supposed to occur (I've had some forget--since I started including this note, my scores have gone up).

3. 100% of your actual scale detailing should come from photos. If you have to refer back to a 3-view or engineering drawing for a particular detail, include as much proof as possible that it's correct. It should be clear enough for a 5 year old to understand it because you're not going to be around to answer any questions from the scale judge.

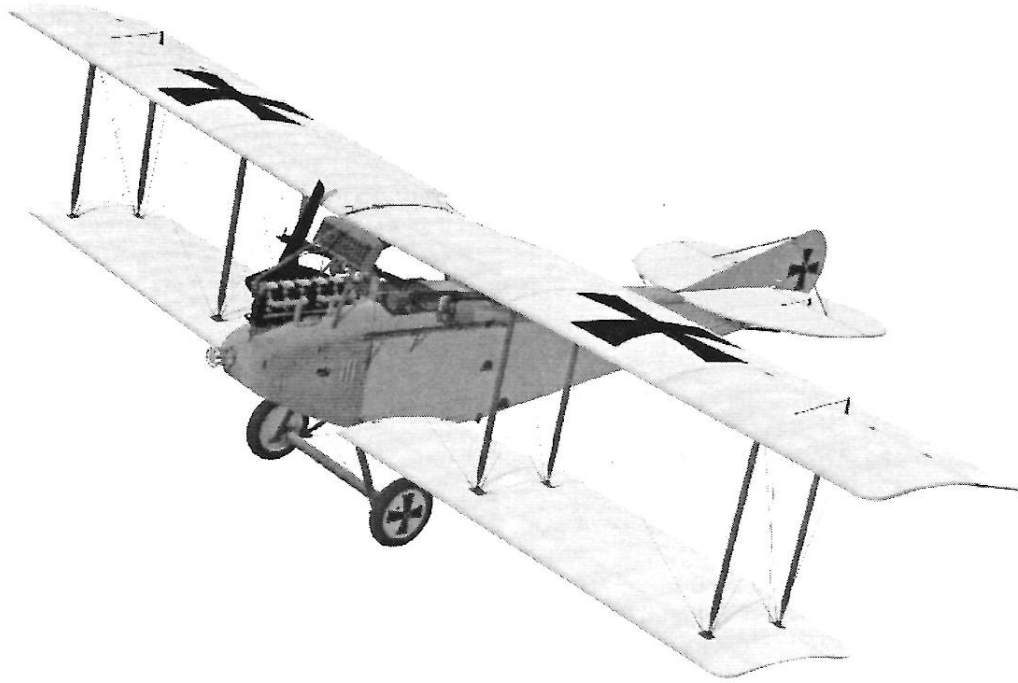
4. Get the highest resolution photos you can find. Show those photos in a color/markings section with any important markings pointed out.

5. Now take your high resolution photos and arrange them out in a "details/workmanship" section. Circle every single detail in a bright color with an arrow to a callout saying what that part is. *Every* detail should be pointed out. Now, everything that you've pointed out should appear on your airplane. That means control horns, steps, tie-down loops, gun sights, etc. Rib stitching will get you little to nothing; same for scale rib spacing and rivets (notice the "little to nothing" bit -- it is possible to get a little for those details in some cases because it may improve the mood of the judge, and no I'm not kidding). All of these details can be included at minimal weight penalty if done right, and they don't even have to be done well. Merely having them at all is 90% of your score for the "details/workmanship" section. Lastly, even though the rulebook specifically says it does not count as part of your score, ALWAYS paint your prop in a scale manner and add a scale-looking hub. It's not supposed to count, but I can assure you that your score will improve if you do this because a scale-looking prop blends in, which a non-scale one looks out of place and draws the judge's attention away from your carefully detailed airplane. The same goes for noseblocks with scads of shims attached to them. Go the extra mile and include an adjustable thrust button, or do what I do, which is to shim everything out, and then build up the rest of the nose around those shims with soft balsa after the model is trimmed, sand and blend it all in, and then re-cover that area with tissue so that it just blends into the structure of the aircraft. Looks great and no one will even notice your canted nose.

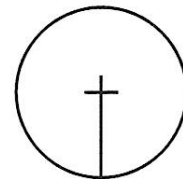
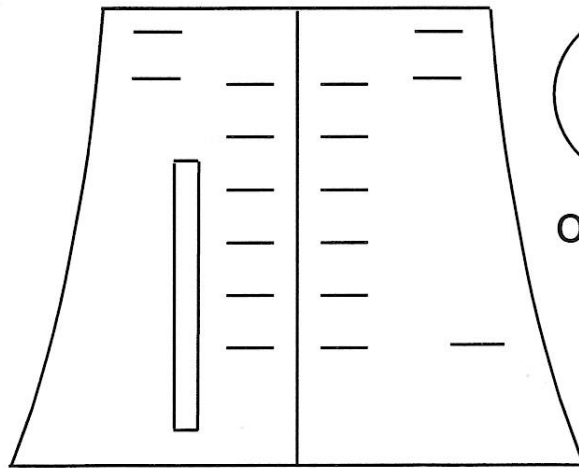
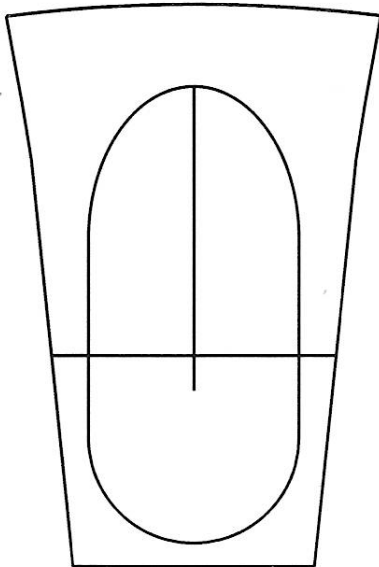
6. Somewhere in your documentation packet, you need to have a breakdown of any bonus points your model receives. Do the math for the judge so he doesn't have to. He'll likely thank you for it!

7. Your documentation packet should have a cover page with the aircraft's name, your name, and the class that the model is being entered in. If your model is eligible for more than one class, attach a sticky note saying what class you're using it in today.

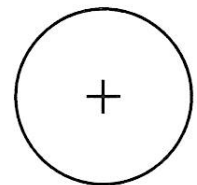
Probably more than anyone ever wanted to know about how to document a scale model...



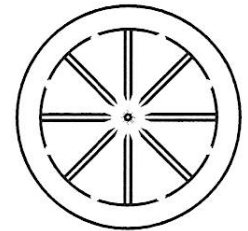
Here is an Aviatik C-1 to compare with the Aviatik Berg C-1. The parent German Aviatik company produced the Aviatik C-1 in Germany, none were used by the Austro-Hungarian airarms. The Austrian branch of the company that produced the Berg design had nothing to do with it.



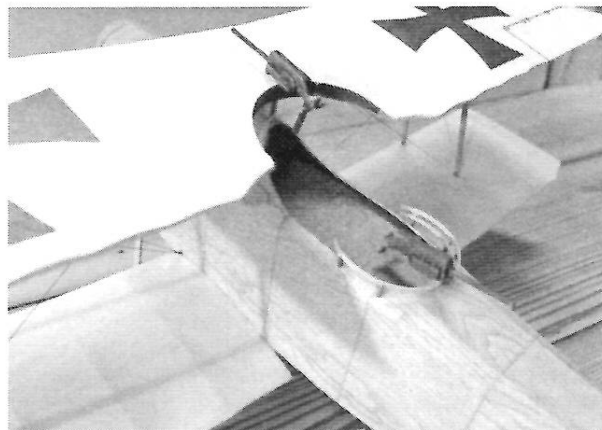
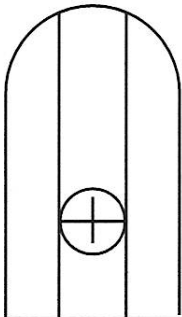
outside



inside



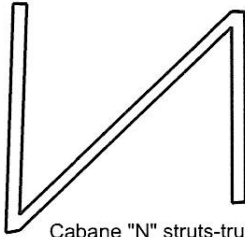
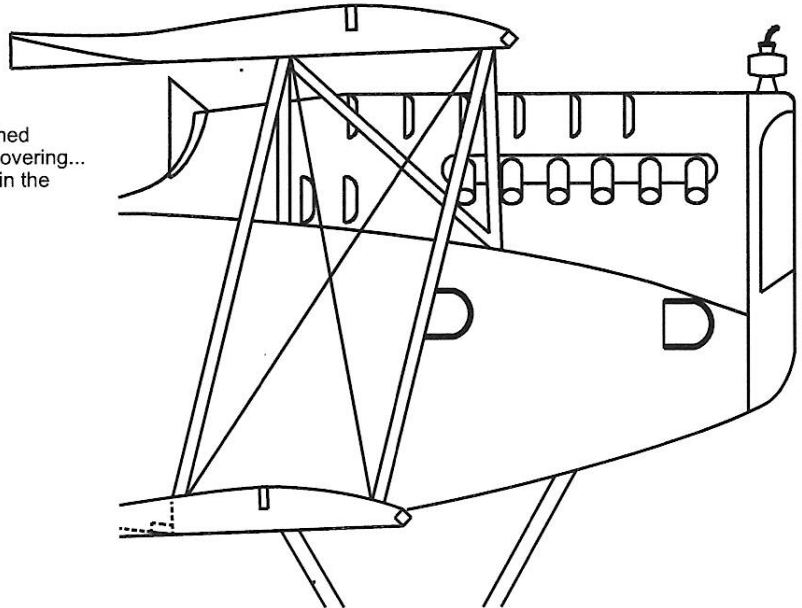
PATTERNS FOR COWL & COCKPIT



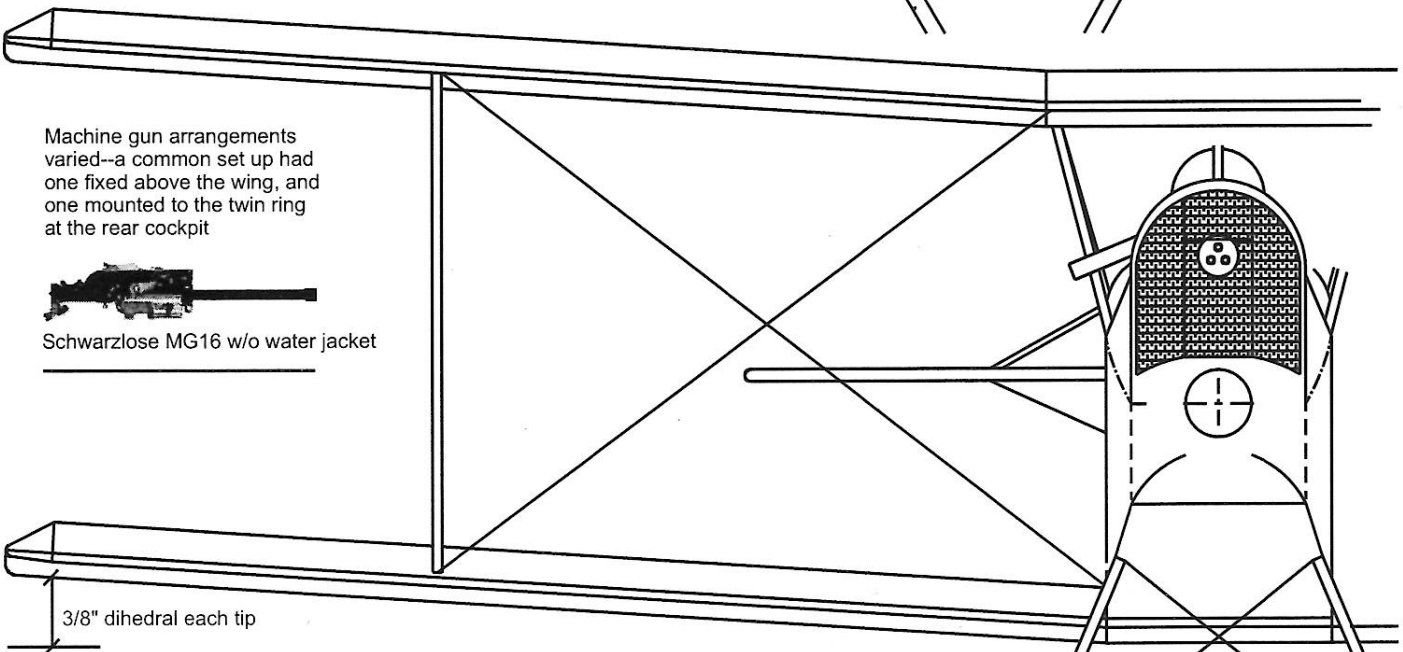
Dave's ABC-1 now sports guns and rigging but still needs a pilot and gunner.



The Aviatik-Berg C.1 had a substantial amount of wash-out built into the upper wing ailerons. A bit tricky to build in to the proportionately thicker airfoil of the model; I have not included modified ribs to accommodate this. It might be accomplished via steam-bending or soaking and warping the structure before covering... or perhaps by building up the trailing edge and ribs and sanding in the wash-out. See text for more ideas.



Cabane "N" struts-true length

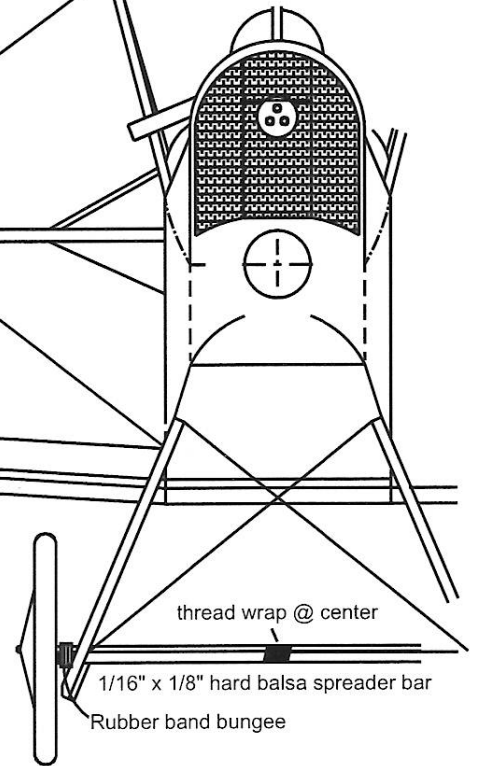


Machine gun arrangements varied--a common set up had one fixed above the wing, and one mounted to the twin ring at the rear cockpit



Schwarzlose MG16 w/o water jacket

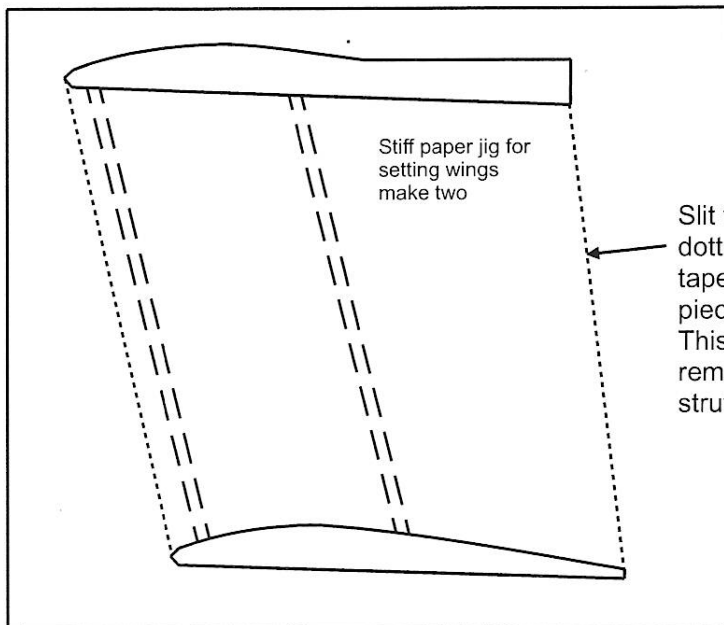
3/8" dihedral each tip



thread wrap @ center

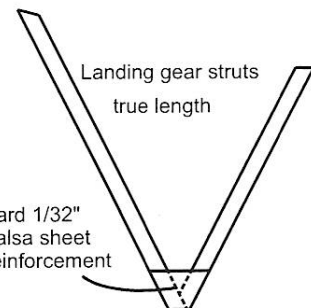
1/16" x 1/8" hard balsa spreader bar

Rubber band bungee



Stiff paper jig for setting wings make two

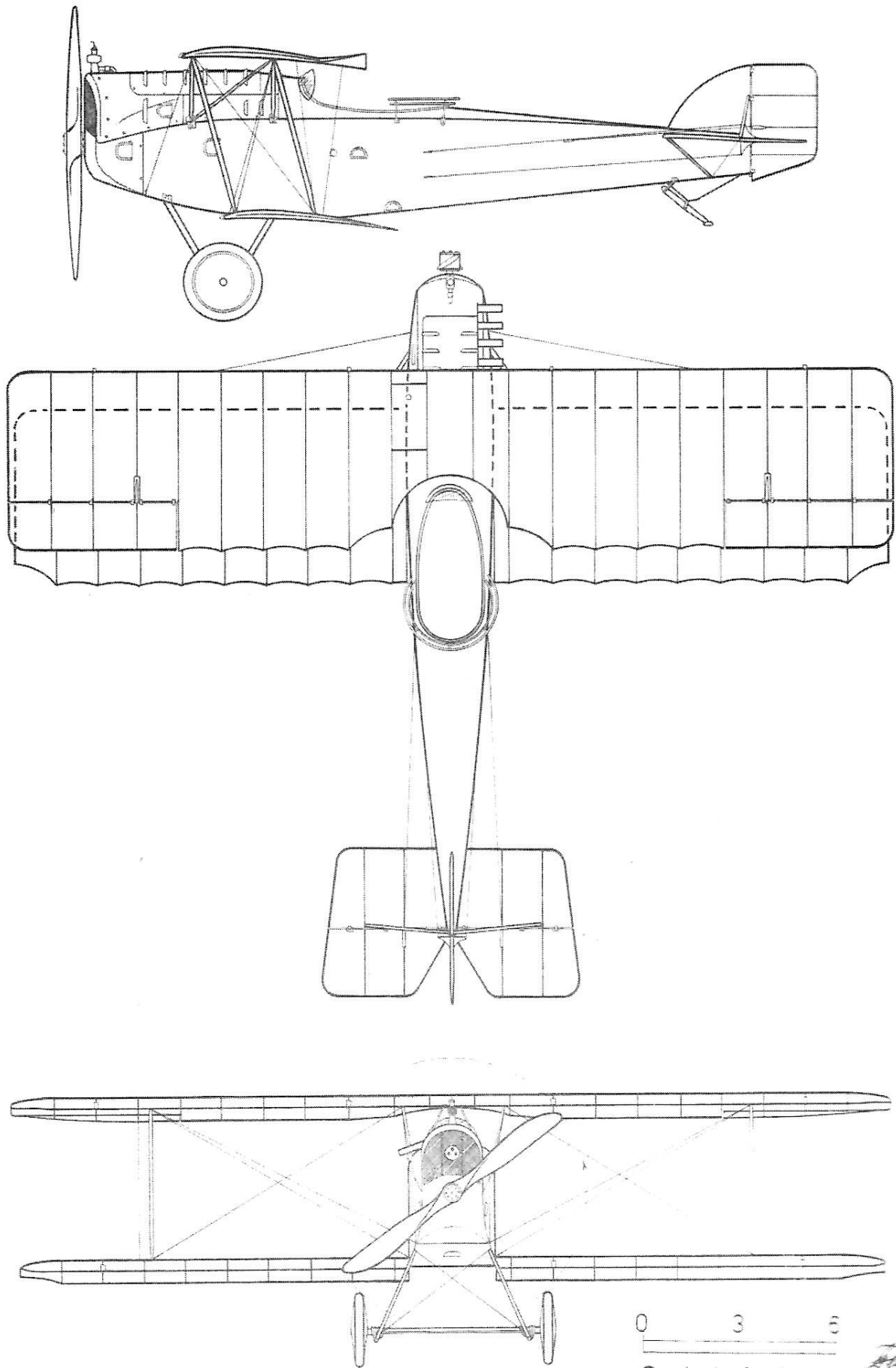
Slit the jig along the dotted lines and tape the inner piece in place. This will allow removal after the struts are glued in.

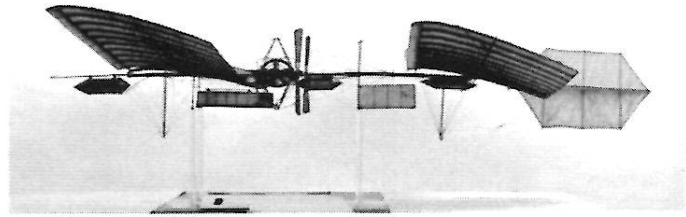


Landing gear struts true length

hard 1/32" balsa sheet reinforcement

Aviatik C.I Series 37 and 137





Langley Contest - 6/20/2015 D.C. Maxcuters

Soar or Soak Annual
Piscataway National Park, Accokeek MD

9:30 to 5:00

Mass Launches:

11:00 Peanut Scale Models
2:00 FAC WW-II Scale

Timed Events: (flown anytime 9:30 to 4:00)

FAC Scale Jet Catapult
FAC Dime Scale
FAC Simplified Scale
Straight Line Speed
Simple Motor-stick models

Notes:

- A First Place Trophy will be given for each event - A second trophy will be awarded for the highest ranked flier who has never won a Kanone at an FAC event.
- Charles M. Manley Certificate for those whose model landed in the river or marsh.
- A Certificate will be awarded for those having the complete FF experience (I built it ... I flew it ... and I lost it ...).
- Flights into the trees will receive a zero score for the flight - manage your power accordingly. Times for out-of-sight flights count.
- Straight Line Speed Rules: Any rubber model (need not be scale) will be timed across a start and finish line. Unlimited attempts for shortest time.
- Simple Motor-Stick Models Rules: Any rubber model with a motor stick for highest on-field time. Models such as Yard Birds, Zaic X-15 and X-18, Delta Darts, Guillow's all-wood Strato Streak are examples. Unlimited attempts through out the day for highest time.
- Send Glen Simperts, CD, a note before 6/16/15 if you have medical needs that require on-field parking access, grffreeflight@hotmail.com, 301-843-2896. For those individuals a convoy of cars will enter the field before the contest and leave at the end of the day. All other fliers will park in the Piscataway boardwalk parking area and carry or roll their gear the 1/3 mile to the hayfield over a flat boardwalk.

Directions:

The hayfield at Piscataway National Park is located at the end of the Marsh Boardwalk (see park map at www.nps.gov/pisc). From the Washington, D.C. Beltway travel about 10 miles South from the Woodrow Wilson Bridge on Rt. 210 Indian Head Hwy. Turn right at the Bryan Point Road exit (if you reach the BJ's Grill you have gone too far). Travel 3 miles to the West on Bryan Point Road. Look for the Piscataway National Park sign after the swimming pool. Turn right into the gravel road and park at its end. The hayfield is at the end of the boardwalk across the marsh (stopping of course to admire the view of Mt. Vernon across the Potomac River and the circling Bald Eagles). Bathrooms are available at the National Colonial Farm Visitor Center (dead end of Bryan Point Road).

AVIATIK BERG C1 CAMOUFLAGE*

The first series 37. biplane was delivered in March 1917, but it was August 1917 before deliveries began exceeding 10 aircraft per month. Acceptance of the type by pilots was initially poor, based mainly on their being used to docile two-seaters of mild performance. The light, high-powered Aviatik was the first really 'hot' two-seater to reach the front. As their experience with the type increased, pilots' acceptance of it improved greatly. Deliveries of the type 37. and, somewhat later, the higher powered series 137., ceased in the first half of 1918, after a total of 126 aircraft had been built.

In addition, the Aviatik CI was license-produced by four manufacturers: Lohner (series 114. and 214. — a total of 50 aircraft delivered); Lloyd (series 47. — 43 aircraft delivered); WKF (series 83 and 183. — 40 delivered); and MAG (series 91. — 24 delivered). As might be expected, there are many similarities between the camouflage of the Aviatik CI two-seaters and the Aviatik DI fighters. The initial aircraft of the series 37. were delivered in Pattern A (Plain) finish. The metal engine panels and all of the struts (interplane, cabane, tail, and undercarriage) were generally painted in the shade of grey favoured by the Aviatik firm (Bluish Grey 23D2).

Pattern B: Pattern B paint schemes began to be applied to Aviatik CI two-seaters in the very early autumn of 1917. Two main styles were seen: 1) Autumn Leaf Mottle; 2) Lacy. On aircraft finished in Autumn Leaf Mottle, the major top and side surfaces of the aircraft were covered with multiple superimposed splotches of three or more colours. Essentially all the series 37. aircraft painted at the Aviatik factory, and the majority of the factory-painted series 137. aircraft as well, were painted in Autumn Leaf Mottle camouflage. Aviatik CI (L1) series 47. aircraft were also finished in Autumn Leaf Mottle camouflage. Aviatik CI (WKF) series 83. and 183. aircraft are seen are camouflaged with Autumn Leaf Mottle. Aviatik CI (MAG) series 91. were probably delivered in plain finish. At least some of the Aviatik CI (Lo) series 114. aircraft were camouflaged with Autumn Leaf Mottle.

The second style of Pattern B camouflage seen on Aviatik CI aircraft was 'Lacy' finish. This pattern, which covered all top and side surfaces, consisted of a base coat of light colour over which were painted discrete strands of a darker colour. The dark strands undulated across the surface in question unevenly intersecting with one another producing an irregular network pattern or 'lacy' effect. The use of this pattern appears to have been limited to certain aircraft of the Aviatik CI (Lo) series 114. The exact colours used are unfortunately unknown.

Pattern C: The use of lozenge camouflage on Aviatik CI aircraft was limited to a number of the Lohner-built series 114 and 214. All the aircraft of these series were delivered during August 1917-February 1918. The earliest such aircraft probably painted in lozenge

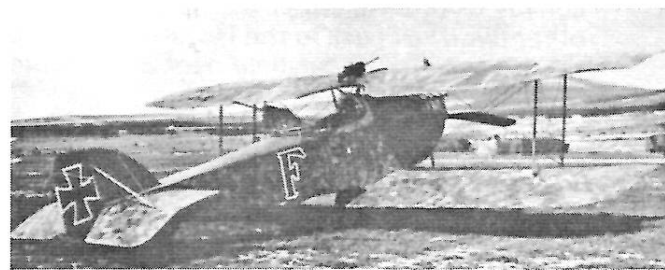
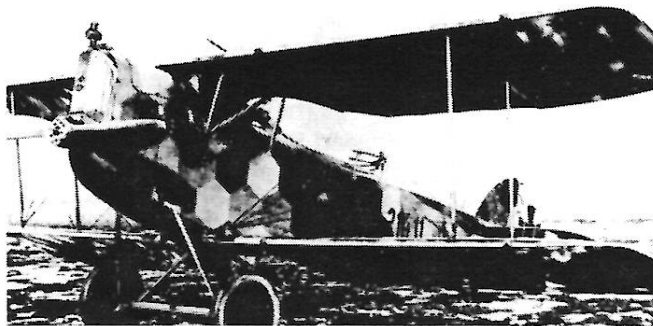
camouflage carried serial 114.20. The hexagons on these aircraft were large and equilateral. On the fuselage, fin, and rudder, they were vertically oriented, while on the wings they were oriented with their 'points' facing the leading and trailing edges of the wings. The undersurfaces appear to have been left in plain finish.

*This information is from
MARKINGS AND CAMOUFLAGE OF THE AUSTRO-HUNGARIAN AIRCRAFT IN WORLD WAR 1 -Part 6
Published in Cross & Cockade Vol.18 No.2 1987

All Austro-Hungarian aircraft had the series number incorporated in the serial painted on the side. Naturally you want your model's serial number to be in sync with its color scheme. Heyn's model used the Pattern C (Hex) with an Aviatik built serial number 37.41.



Wrong it should have had a Lohner series 114 or 214. if the Hex pattern is used. like 214.11 below.



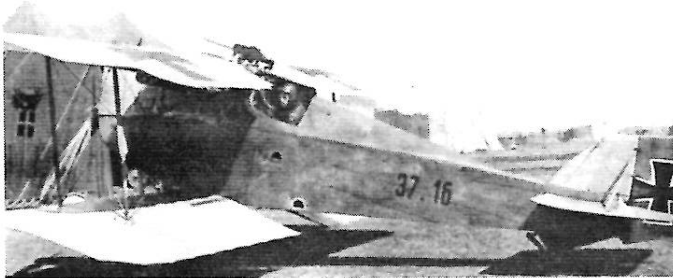
Good Pattern B photos of C1's like 37.47 above are hard to find.

Dave, Wally and I used the simpler Pattern A with low series 37 numbers.

Single seat conversion

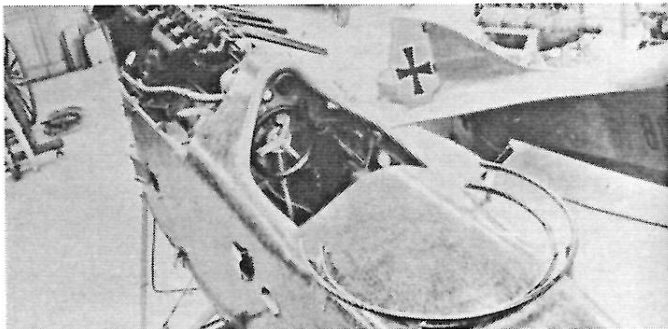
Stew Meyers

I decided to build a single seat version of the C-1. It was found that when the weight of the gunner and second Schwarzlose was removed, the C-1 was equivalent to the D-1 and could hold its own against allied fighters. Some C-1's were field modified to single seaters and others were done at the factory. The built up turtle deck replacing the gunner position varied considerably depending on when and where it was done. Some had cameras installed and others were simply used as escort fighters for two place C-1s. Once again you need to be careful that the serial number matches the mod. At least 16 Aviatik built C-1 series 37 (37.09, 13, 17, 22, 23, 27, 34, 35, 36, 43, 44, 45, 46, 48, and 54) and 12 series 137 (137.02, 04, 14, 20, 21, 26, 28, 30, 31, 35, 36, and 37) were converted to photo-reconnaissance fighters in 1917-1918. The photo below shows 37.16 was also converted to a single seater.



Note while it has a Pattern A finish, the rudder is a replacement with a Pattern B Autumn Leaf Mottle finish.

WKF, Weiner Karosserie und Flugzeugfabrik (Vienna Carriageworks and Aircraft Factory) also



produced some C-1 series 83 single seaters in the factory and conversion kits for field modification. A curious point with these is they retained the gun ring over the enclosed position to allow reconversion back to a two seater.

To the left, Aviatik C-1 37.17 of Flik 48/D in autumn 1917 before it was flown as a single seater photo-reconnaissance aircraft by Flik 46/P in march 1918. This is the one I chose to model. It was a field modification with, I believe, a lower hump.



Aviatik C1 37. field conversion escort fighter with a high hump. Looks like a Pattern A finish.



Aviatik C1 137.20 field conversion escort fighter with a low hump. Pattern B Autumn Leaf Mottle finish.

Aviatik C.I Series 37 Specifications

Engine:	185 hp Daimler		
Wing:	Span Upper	8.40 m	(27.56 ft)
	Span Lower	8.25 m	(27.07 ft)
	Chord Upper	1.70 m	(5.58 ft)
	Chord Lower	1.70 m	(5.58 ft)
	Sweepback Upper	0 deg	
	Sweepback Lower	0 deg	
	Gap	1.52 m	(4.99 ft)
	Stagger	0.36 m	(1.18 ft)
	Total Wing Area:	24.8 sqm	(267 sqft)
General:	Length	6.86 m	(22.51 ft)
	Height	2.26 m	(7.41 ft)
	Track	1.80 m	(5.91 ft)
	Empty Weight	653 kg	(440 lb)



National Building Museum

March 8, 2015

Glen Simperts

We had 31 flyers for Freeflight, and a small turnout for RC. Doug Griggs, among others, spent a lot of time talking with visitors and Mike Escalante even entrusted his contest model to the grips of a visiting youth. Under his watchful eye several youth completed launching training with a bean bag before launching a wound model.

Grand Champ was shared between Steve Fujikawa and Wally Farrell. FS Gilbert brought two stunning highly detailed peanut scale models but he did not put up an official flights. Dave Mitchell showed us that a tri-motor nocal with tiny propellers and motors can fly despite the skepticism of others and Bruce Foster wowed us with flights of a rubber-powered jet.

Thomas Schill put in some fine flights of his rubber-powered TSA High-School Competition model. Ben Wagner brought his ZIAC Z-15 and represented the youth of one of the newest FAC clubs, "The Foo Fighters", of Northern Virginia.

The WW-II NoCal mass launch was the most popular event with 13 fliers. There were five Bell P-39s in the air while Dave Fuller showed us a new design of a P-36.

On the RC end, we had an interesting demonstration of 3-D flying by Aaron Griffin. Joe Carter brought his capacitor-powered electric airplanes for the Most Unique/Creative Award.

Special thanks go to the many who explained models to visitors. Thanks go out to those helping kids in the Delta Dart program. Paul Stamison ably ran the RC events.

The National Building Museum Staff suggested in discussions that they will request dates for next year in November and January. I pushed for a third date in February 2016.

NBM Photos Page 19 By Mike Ratel

1. Steve Fujikawa's Wildcat on a stooge that allows him to load a wound motor.
2. David Fuller's Little Richard EasyBuilt FF-85LC.
3. F S Gilbert's new DH-6, his own design, is just now being trimmed out.
4. Mike Escalante with his third place Peanut N-17.
5. Bruce Foster's Potez 63, a Tom Nallen designed Dimer came in third.
6. Jonathan Wright's Peck Pup on a nifty stooge.
7. John Appling's beautiful Parlor Fly came in third.
8. John Murphy's Stinson Peanut sports a hand carved prop.

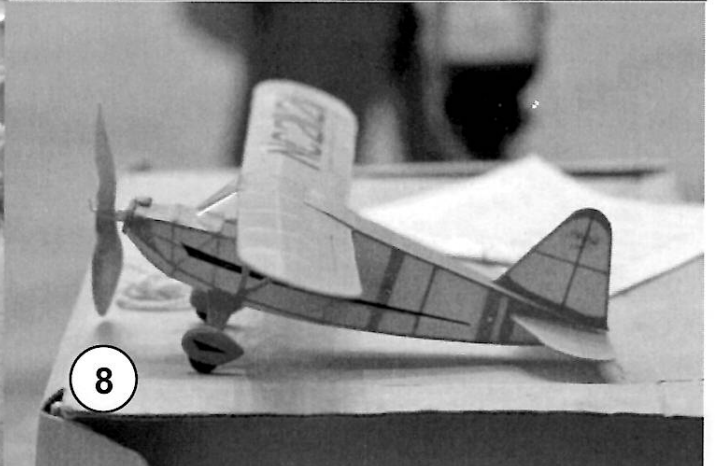
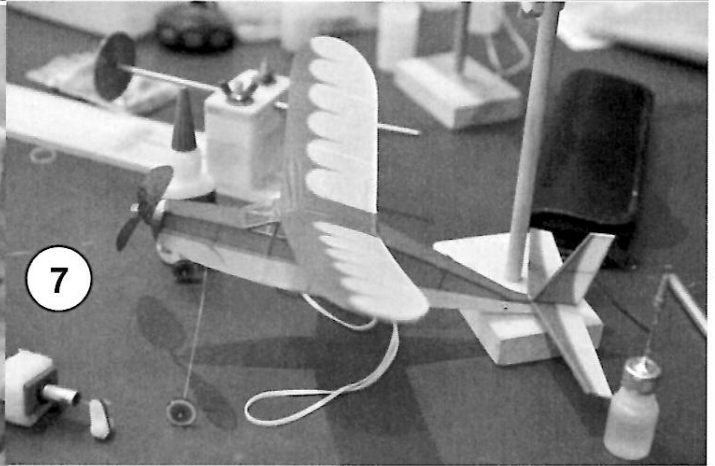
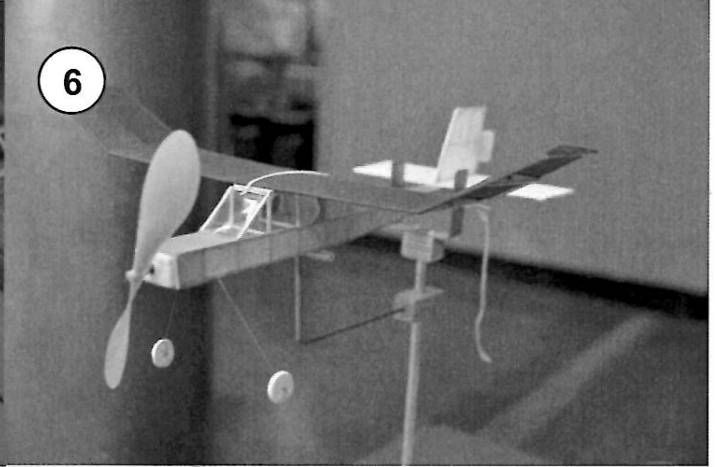
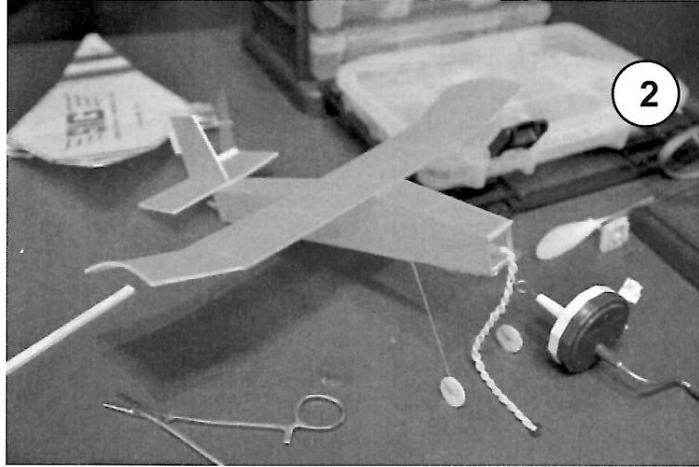
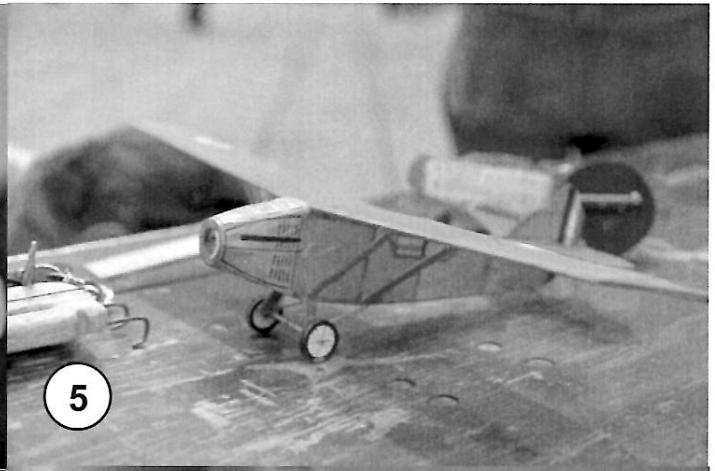
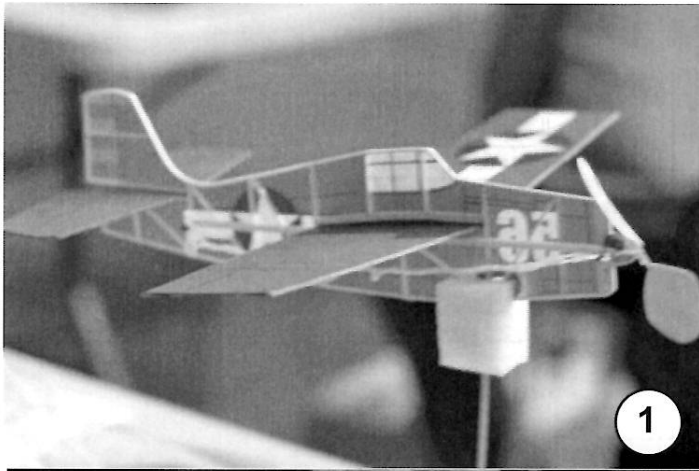
15g. Bostonian ML (8 entrants)		
1	Mark Houck	Observer
2	Charlie Coeyman	Peck Pup
3	Wally Farrell	DeHavilland
Phantom Flash ML (9 entrants)		
1	Mike Escalante	-
2	Bruce Clark	-
3	John Murphy	-
WW II No-Cal ML (13 entrants)		
1	Dave Mitchell	Averger
2	Wally Farrell	P-39
3	Charlie Coeyman	P-39
Parlor Fly ML (8 entrants)		
1	Bruce Clark	-
2	Steve Fujikawa	-
3	Stephan Prosky	-
Dime Scale ML (7 entrants)		
1	Steve Fujikawa	Farman Stratoplane
2	John Houck	Corben Super Ace
3	Bruce Foster	Potez
ZAIC Z-15 ML (6 entrants)		
1	Mark Houck	
2	Paul Spreiregen	
3	Jerry Seidel	
Limited Pennyplane (5 entrants)		
1	Abram VanDover	4:52
2	Billy Batkins	4:21
3	Paul Spreiregen	3:10
	Mark Houck	2:12
	Thomas Schill	0:43
FAC NoCal (4 entrants) -TTF		
1	Wally Farrell	294 sec. 120 longest
2	Sharon Appling	263 sec.
3	Mark Houck	105 sec.
	Dean Giacomassi	57 sec.
A-6 (4 entrants)		
1	Dean Giacomassi	3:33
2	Charlie Coeyman	3:03
3	Billy Batkins	1:36
	Abram VanDover	1:28
FAC Peanut Scale (5 entrants)		
1	Steve Fujikawa	Zero
2	Dave Mitchell	Beech Staggerwing
3	Mike Escalante	Nieuport 17
	Wally Farrell	Floyd Bean
	John Murphy	Nesmith Cougar

At the R/C end These awards were given.

Most Unique and Creative
Joe Carter – Capacitor Electric

Craftsmanship in Foam RC
John Howley with Starship Enterprise

Craftsmanship in Balsa RC
John Krouse with a Beachley



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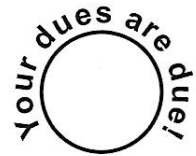
CONTENTS:

Aviatik- Berg C-1 Issue

- Plans for two peanut ABC-1's
- Extensive build notes
- Berg C-1 color and Markings
- FAC documentation guide
- NBM results from 3-8-15
- Langley contest flyer

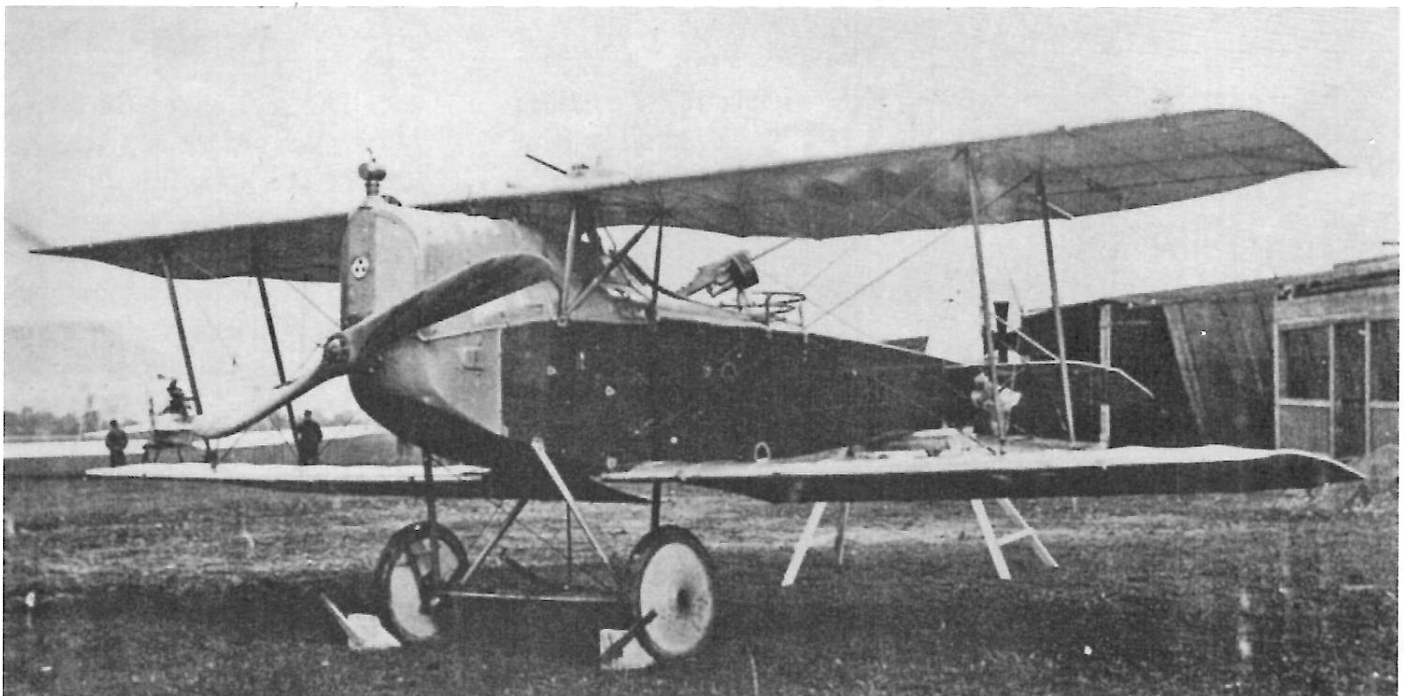
2*3*****MIXED ADC 207

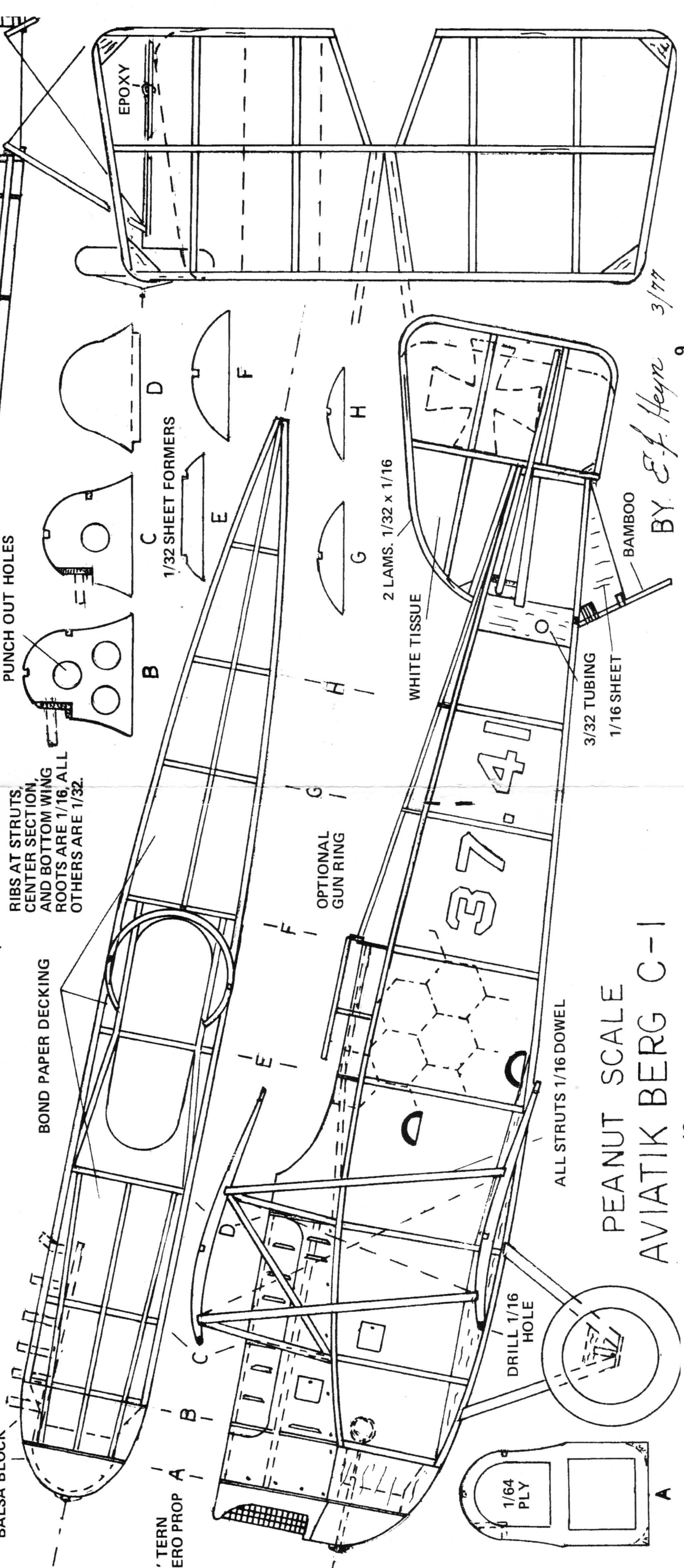
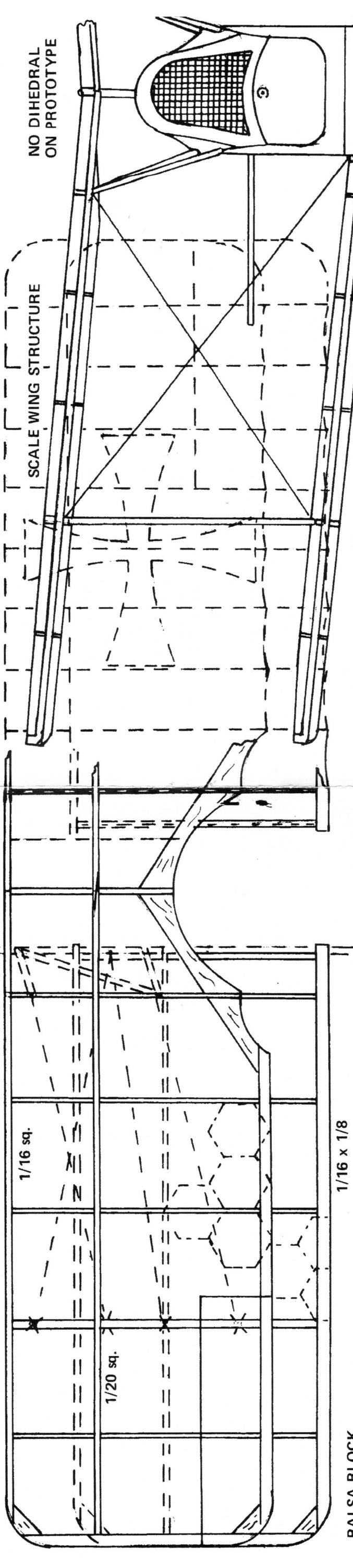
Mike Escalante
Or Current Resident
212 Division Ave
Hagerstown MD 21740-5040



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After # 37.44 the metal gun ring on Aviatik Berg C1s was replaced with a wooden one as seen above on 37.55. If you use this alternative to avoid building the double ring, you need to apply Pattern B Autumn Leaf Mottle finish. Below 37.37 in Pattern A finish at a repair depot has lost it's factory applied cross on the wheels.





PEANUT SCALE AVIATIK BERG C-1

BY E.F. Heyn 3/77

