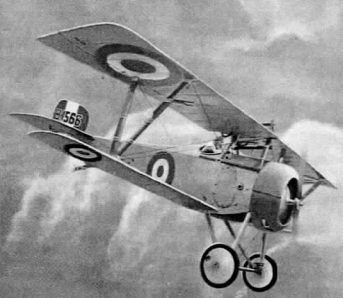


D. C.

MAX

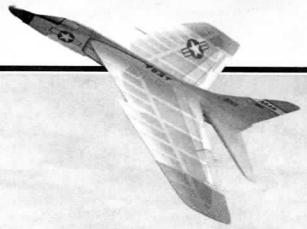
MAXECUTERS

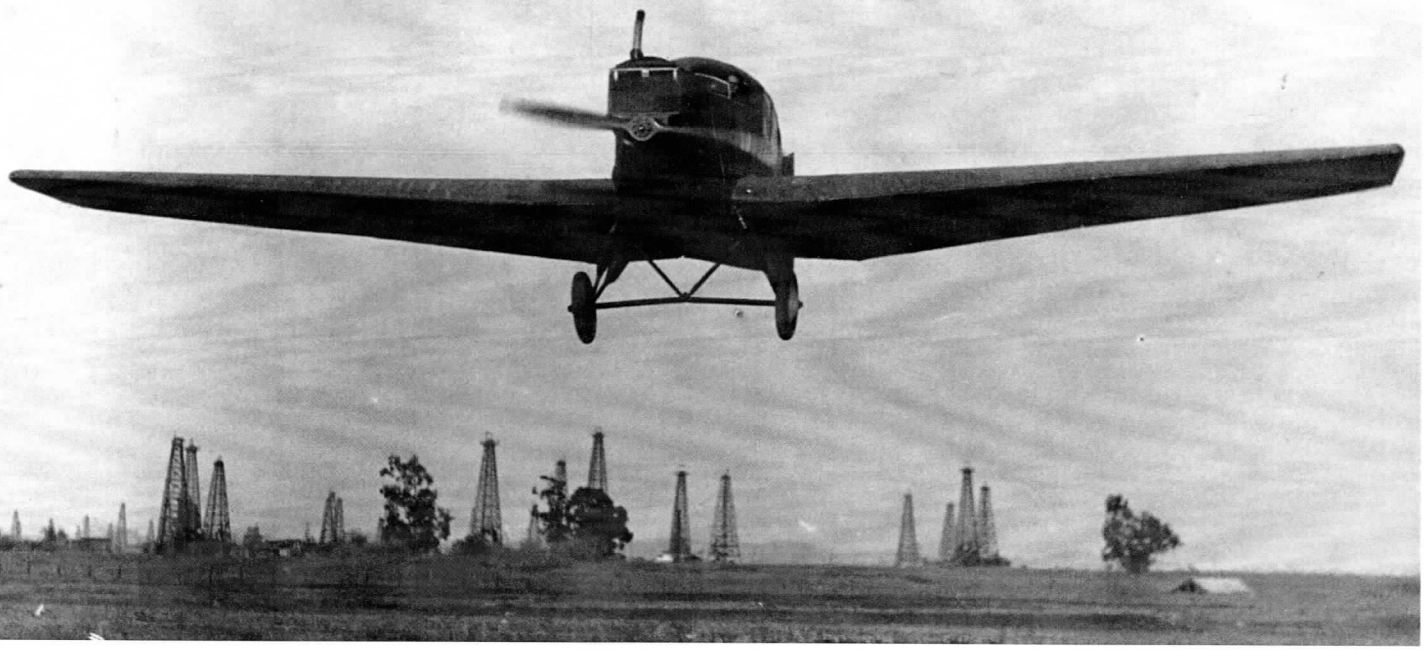
MAX FAX

The Journal of the dreaded Potomac Pursuit Squadron #6 of the Flying Aces Club

Editor: Dave Mitchell

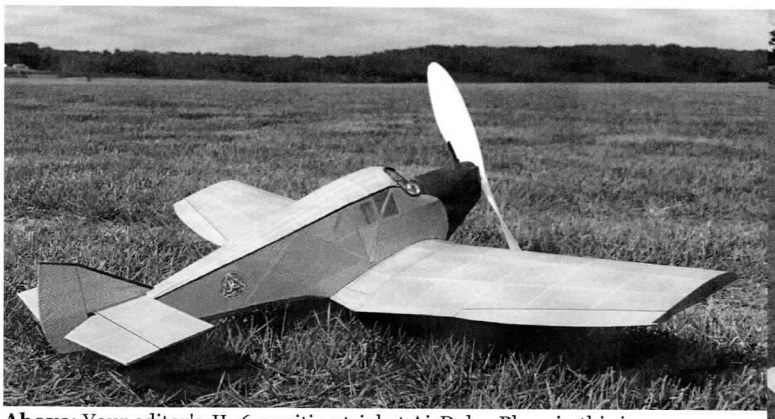
2018-3





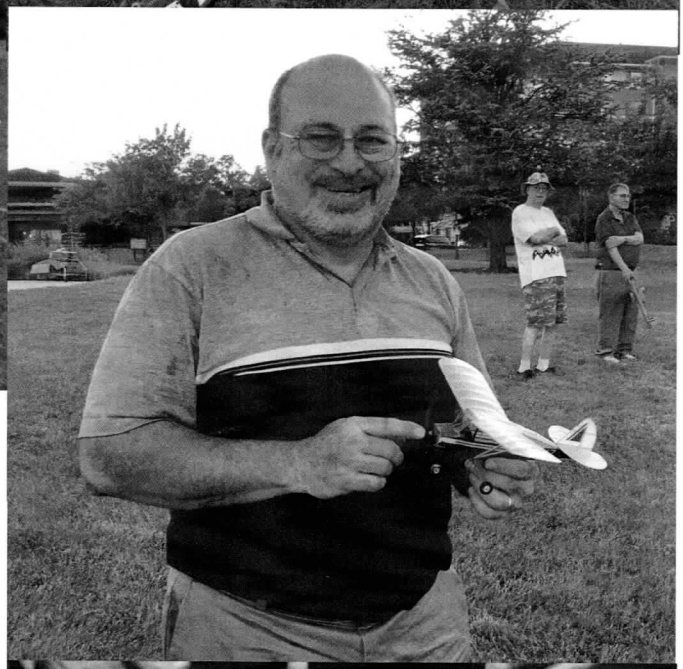
MULTIPLE MONTHS of MISCELLANEOUS MAXECUTER MODELING

Photos by Dave Mitchell



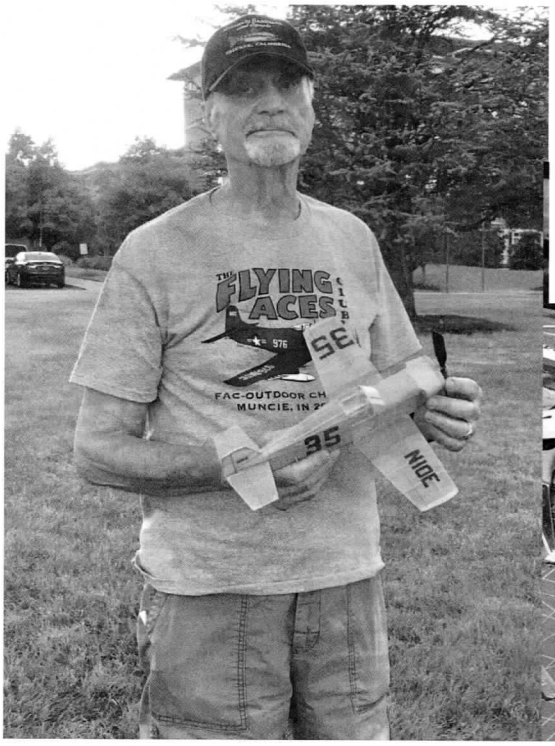
Above: Your editor's JL-6 awaiting trial at AirDale. Plans in this issue.

Right: Don Srull bends to the task of winding up his big, beautiful Vultee XP-66. Sadly, wretched winds at the Nats conspired to keep this bird out of the sky.



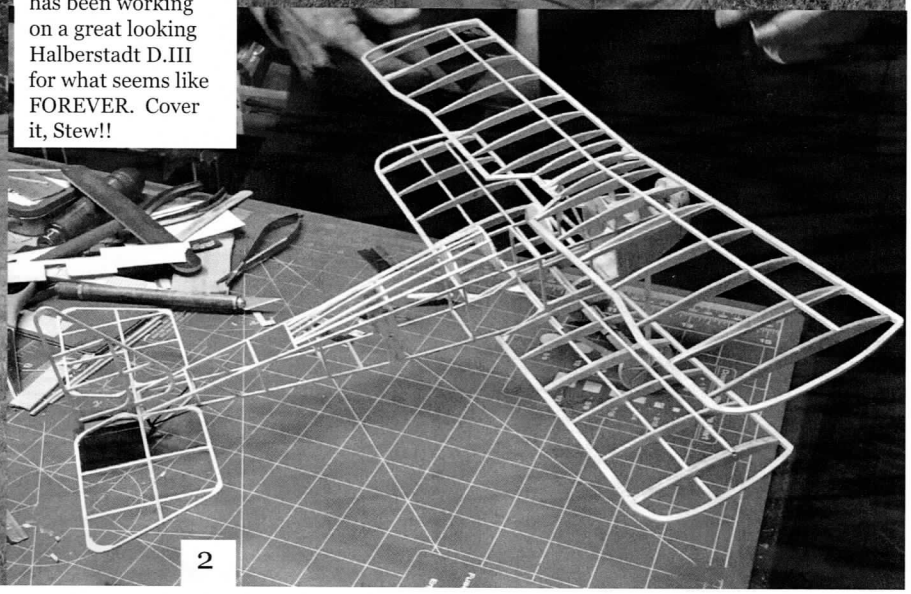
Above: John Murphy's pretty Howard takes a break on the stooge at AirDale.

Below: Ray Rakow getting some air under the wings of his Coonley Special at the Riderwood greenspace.



Right: Doug Griggs with his trusty Piper Tri-Pacer at Riderwood.

Below right: Stew has been working on a great looking Halberstadt D.III for what seems like FOREVER. Cover it, Stew!!



MAXFAX 2018-3

Our centerfold plan this issue comes from **Mike Kaiteris,** who has been placing high in the Jet Cat rankings the last few years. Mike and his dad **Pete** have been experimenting a lot with built-up wings on their jet-cat designs, with the Grumman G-97 Day fighter being the latest effort. Looks like a winner to me....

Josh Finn isn't normally found fiddling around much with scale models, but he HAS had his moments of weakness. Scrumming around on the internet, I came across a neat plan for the SIAI-Marchetti SM.1019 with his name on it. Apparently he's never built the thing, and can't even remember what wingspan he intended it to be, but that won't stop ME from putting it front and center. Somebody build this bird and make Josh proud to design scale models.

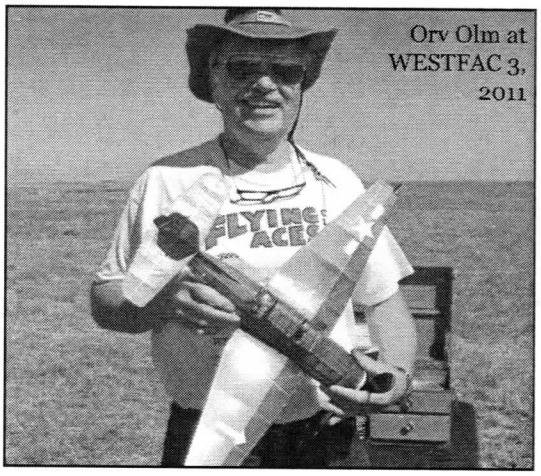
Your editor managed to put together an entry for the Air Mail event held at the FAC Nats this past July, a Junkers-Larsen JL-6. This is one of those aircraft that looks simple at first glance, but keeps throwing subtle curves at you at every turn... I'm happy to report that the model flew pretty well at the Nats, even in the rough winds, though its prospects for the meet were ruined by an unfortunate collision with my shoe in the beanfield. In any event, it's a fun if deceptively challenging model, and I hope you like the plan.

Allow me to apologize once more for getting the issue out so late. By now, you will have realized that I tend to get these things out the door at the end of the quarter, rather than the beginning or even the middle. Let's call it "term-paper syndrome"--no deadline, no drive!

GONE WEST

The news has come from Marcy Green that **Orv Olm** has left us. Orv was truly one of the good guys, cheerful and engaging, and damn clever to boot. A self-professed "free flight enthusiast, mad scientist, crackpot inventor, and all 'round loose cannon," his revolutionary *Gizmo Geezer* nose button assembly tamed the front ends of many a model, making precise thrust adjustments as easy as 1-2-3. Our heartfelt condolences go out to Marcy and all of Orv's family. He will be deeply missed.

-Dm



Orv Olm at WESTFAC 3, 2011

SUBMISSIONS - send articles, plans and high-resolution photos to Dave. Electronic submisions preferred, but I do old school too.

Dave Mitchell, Editor
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Washington, DC 20012
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Stew Meyers
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Bethesda, MD 20817

Make checks payable to "D.C. MAXECUTERS"

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Membership questions should be addressed to Stew Meyers; phone 301-365-1749. Email gets immediate attention. stew.meyers@verizon.net

Your mailing label indicates the year and month of the last issue of your current membership. An "X" in the box below your address is a reminder that your dues are due.

UPCOMING EVENTS

October 13-14 Hurricane Meet

The meet is on. Hotel accomodations may be difficult-check ahead.

Raeford, NC

144 Ratley St, Raeford, NC 28376 (34.972354, 79.201538)

October 20-21 Barron Field Air Races

Wawayanda, NY

http://hallmanstudio.com/Wawa2018_events.jpg

November 4 Highland Springs Indoor Fling--WWI theme

Highland Springs HS, Richmond, VA

JUNKERS-LARSEN JL-6

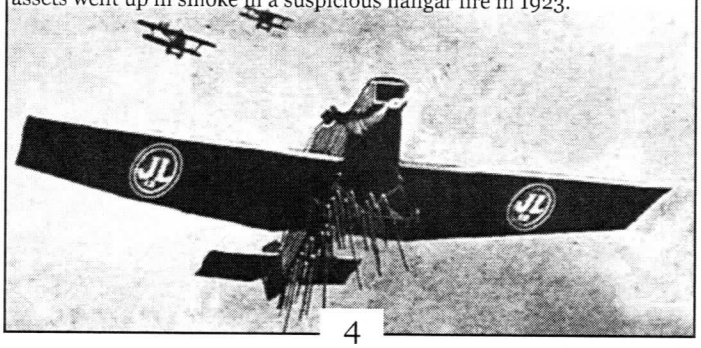
Starry-eyed meets star-crossed

When the FAC brass announced that we would honor the birth of the U.S. Air Mail service at the 2018 Nats, it sent a little goodie shivver up my spine. Not so much for the joy of thinking of building one of the cool airplanes that I KNEW had carried the mail for Uncle Sam, but because of my hope of finding some that I had NO IDEA had done so. I figured I might run across Air Mail information on some bird that I had always wanted to build, but had never had sufficient initiative to follow through on. I took a false start on a Travel Air 5000, and even cut parts for a Boeing 40B in the event I couldn't find something that got my heart racing before I ran out of time. Then, a late night excursion on the Web brought me to my project.

I had wanted to build a Junkers F.13 ever since I saw the late Mike Heinrich's lovely plan several years back, and here was a photo clearly showing that aircraft at a U.S. Postal facility! The F.13, as the world's first all-metal airliner / transport aircraft, rang my bell for all sorts of reasons, not least being that it was exceptionally funky looking in a fruit-bat sort of way, and is rarely modeled. I was hooked.

Further research revealed a terribly star-crossed history. In 1919, John Larsen entered into a contract with Hugo Junkers to import the Junkers F.13 into America, rebranding it as the Junkers-Larsen JL-6. The F.13 was at the vanguard of aviation technology at the time, light-years ahead of the DeHavilland DH4 and DH4Bs then in service in the U.S. In 1920 Larsen delivered 8 JL-6s to the U.S. Postal Office. The Postal Service expected the ultra-modern JL-6 to serve as the workhorse for the nascent Air Mail service and John Larsen expected to become a wealthy man as a by-product. It was not to be. A series of mechanical failures, fires, and fatal accidents ensued, with the end result being that within a year 8 Postal Service pilots and crew were dead, and all JL-6s were permanently removed from service. The Junkers brand name was irreparably damaged in America and Larsen's business was in a shambles (see insert).

After the Post Office fiasco, Larsen took the remaining bits and pieces of his JL-6 stock and created the JL-12 in a desperate attempt to market a warplane. Equipped with a larger engine, forward and rearward facing machine guns, and a battery of 28 (!) downward-firing Thompsons, it must have been a sight to behold (the attached photo is undoubtedly doctored, but gets the idea across admirably. A fat lot of good all those Thompsons would have been against the attackers coming out of the sun...) Stangely, there were no takers, and the company's remaining assets went up in smoke in a suspicious hangar fire in 1923.



Small wonder then that when I went to the U.S. Postal Museum library in D.C. to inquire about more information on the JL-6, I got an unenthusiastic response—"that's the aircraft that killed Max Miller, Gustav Reierson, William Carroll, Hiram Rowe, Robert Hill, Walter Stevens, and Russell Thomas..."-- followed by dead silence and a stink-eye that would've unsettled even the hardest core researcher. The Postal Museum Library staff have long memories. I left, tail tucked between my legs, but not before verifying that the library assistant was not a direct descendant of one of the aforementioned pioneers. Clearly I was on my own, modeling an airplane with a notoriously deadly service record--at least, in the U.S. The fact that a JL-6 set an endurance record of over 26 hours aloft in 1921, and the F.13 served with distinction in Europe for nearly twenty years (!) was not going to get me anywhere with the Post Office Museum folks. Fortunately, the heartless internet's vast and often surprising resources came to my aid, and I was able to gather enough photos to document my build--though I will admit, with a far more sober view of the aircraft I was setting out to represent.

Max Miller and his wife Daisy Thomas Miller. Miller was the first air mail pilot offically hired by the U.S. Postal Service. His Junkers JL-6 caught fire and exploded on Sept. 1, 1920, killing Miller and his mechanic Gustav Reierson.

I started out by ordering William Scott's 24" protoype F.13 kit from P.T. Aviation (www.ptaviationmodels.com), figuring I'd get a head start on the process if I let somebody else do all the hard work. (If you're not familiar with P.T. Aviation, give a look—William has kitted a number of unusual aircraft, many of which he markets as "prototypes" and sells at a very reasonable cost, no doubt expecting that you may have to work out a few kinks on your own.) I liked William's design, but it was patterned after the recent "Rimowa" restoration of an F.13, which was different enough from the aircraft that I wanted to build (among other things, it's a radial engine) that, after some consideration, I threw in the towel and started drafting my own plans.

I designed the model based on photos of an aircraft that I could say with confidence had

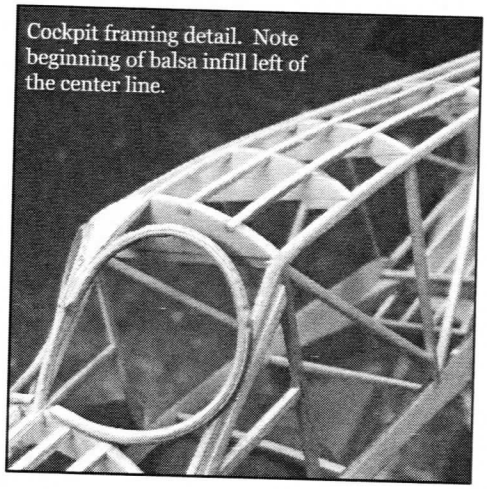
flown the U.S. Mail. I mention this because the aircraft does not have any obvious markings identifying it as a U.S. Mail carrier. I suppose things went south so quickly that markings never got applied? Whatever. Carry the mail it did.

There are some simplifications to the design, and there are some elements of the model that gave me minor fits—the sort of things that you know you will manage through building "in-air", but dread having to explain on a plan (see: cockpit area). My general approach in such matters is, "see if it flies, THEN finish the plan." Which is fine, though long experience in cabinetmaking has me wanting to figure *everything* out ahead of time, lest your a** get bit. Case in point: well after the airframe had been completed and was ready for covering, I was made to realize that two different versions of the F.13 / JL-6 had been manufactured, one with a considerably reduced wingspan. Much glaring at the source photos forced me to admit that my chosen aircraft was one of the short-span versions, whereas I had based my structure on the long-wing version. I HATE that. I got out my razor saw and did the necessary reconstructive surgery, but I HATE that.

But I digress: let's have some build notes. The main fuselage sides are marked out on the plan by a heavier black outline. Build these first, then prepare ye to join them together. Note that there's barely a straight line to be found on this fuselage, and all those angled verticals around the cockpit area make things a wee bit tricky, so you might want to make yourself some card stock jigs to help keep things square. I recommend that any jigs used forward of F7 be oriented 90 degrees to the datum line indicated on the side elevations and have parallel sides, to keep the fuselage sides in parallel at any given vertical station. Since it is perpendicular to the datum line, the F7 station is a good a place to add the first cross-pieces, then draw the tailpost together; then moving forward from F7 towards the nose, add cross pieces as you go. The fuselage sides come in sharply towards the nose beginning at the leading edge of the wing; you will want to score and bend the wing saddles and upper longerons in at this point, again perpendicular to the datum line.

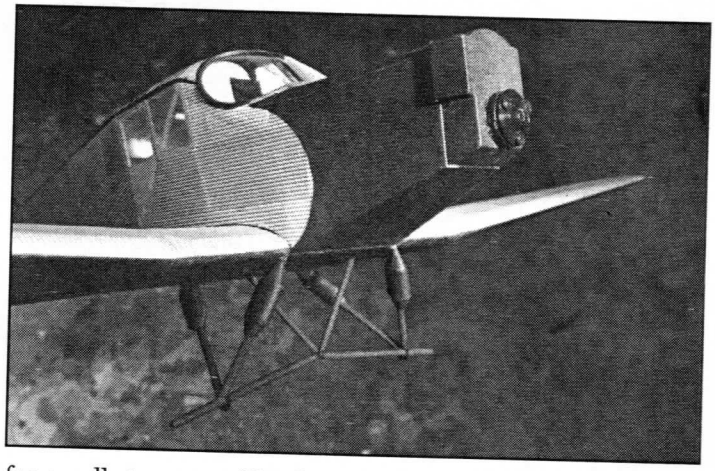
The top center stringer wants your attention. It runs all the way from F3 to F9T. I soaked this stringer in hot water, and then bent it over a hot soldering iron barrel to the required curve that runs from F3 to F5. You will also want to get some bend set into the forward end of the 2 stringers on either side of the center one, so that the distinctive bald-headed-dome look of the cockpit area is maintained.

As far as the cockpit opening itself goes....I was totally winging it here, boys and girls. I took some super-flexible reed, soaked it, and hot-bent it into what I hoped was a reasonable approximation of the opening on the real thing. Wrangled it into position, attaching it first to the center upper stringer, then to the diagonal fuselage member at the sides, then finally to the center nose stringer. Hey, not bad! The REAL trick is doing the same thing on the other side....have no fear, with patience and a ready supply of expletives, you'll get there. I then filled in around the reed with ample amouts of soft balsa, and sanded everything back until it fit the fuselage contours and looked like what I *thought* it should look like. You'll figure it out, I know you will.


Cockpit framing detail. Note beginning of balsa infill left of the center line.

Take a quick look at the fuselage area just aft of the wing trailing edge. If you reflect on it, you'll see that there is a compound curve transition that has to occur from the flat sides of the wing saddles to the curved profile of F7B. Fill in this area with a couple of blocks of soft balsa, get out your round sanding tools, take a look at some photos, and have at it.

The landing gear is another bit of charming craziness. I used bamboo, drawn down to 1/16" diameter, for the LG struts. Once you're got your material sized out, though, there are so many attachment points...oi. My salvation came in the form of .005" mylar—well actually, a product called Duralar, but it's basically mylar by another name (you could also use old floppy disc material—-hey, you KNEW you were holding on to those for something! Thanks to Stew Meyers for the tip). This stuff is tougher than you think, and makes great flexible attachment tabs



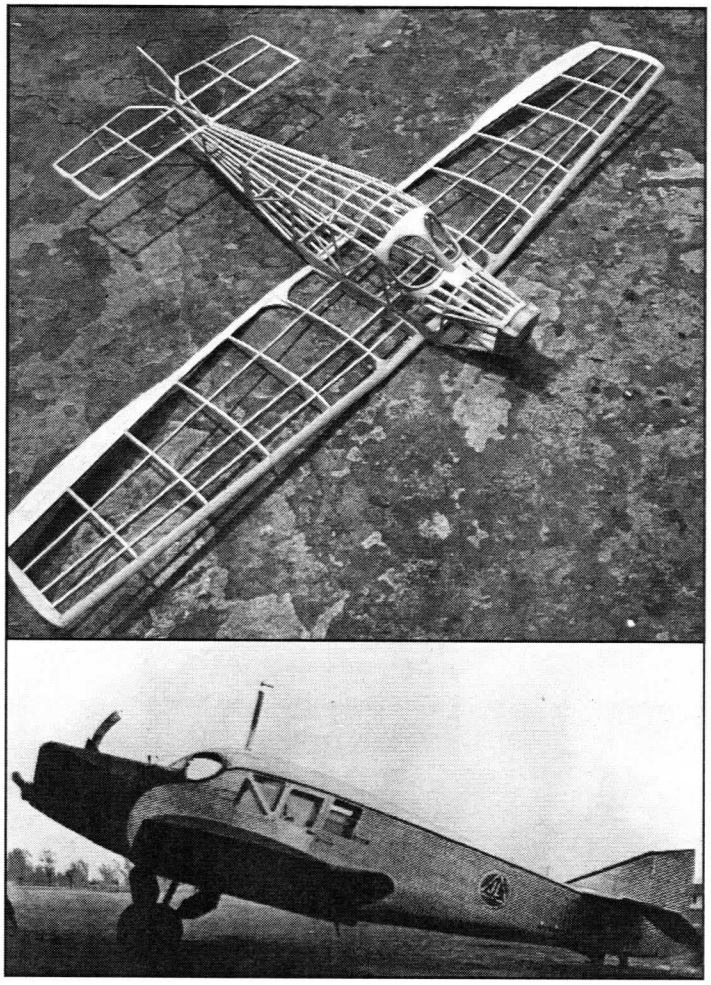
for small structures like this. Scruffed up with 220 grit sandpaper, inserted into slots cut with a razor blade, and hit with some medium CA, they do a great job of holding things together... try it, you'll like it.

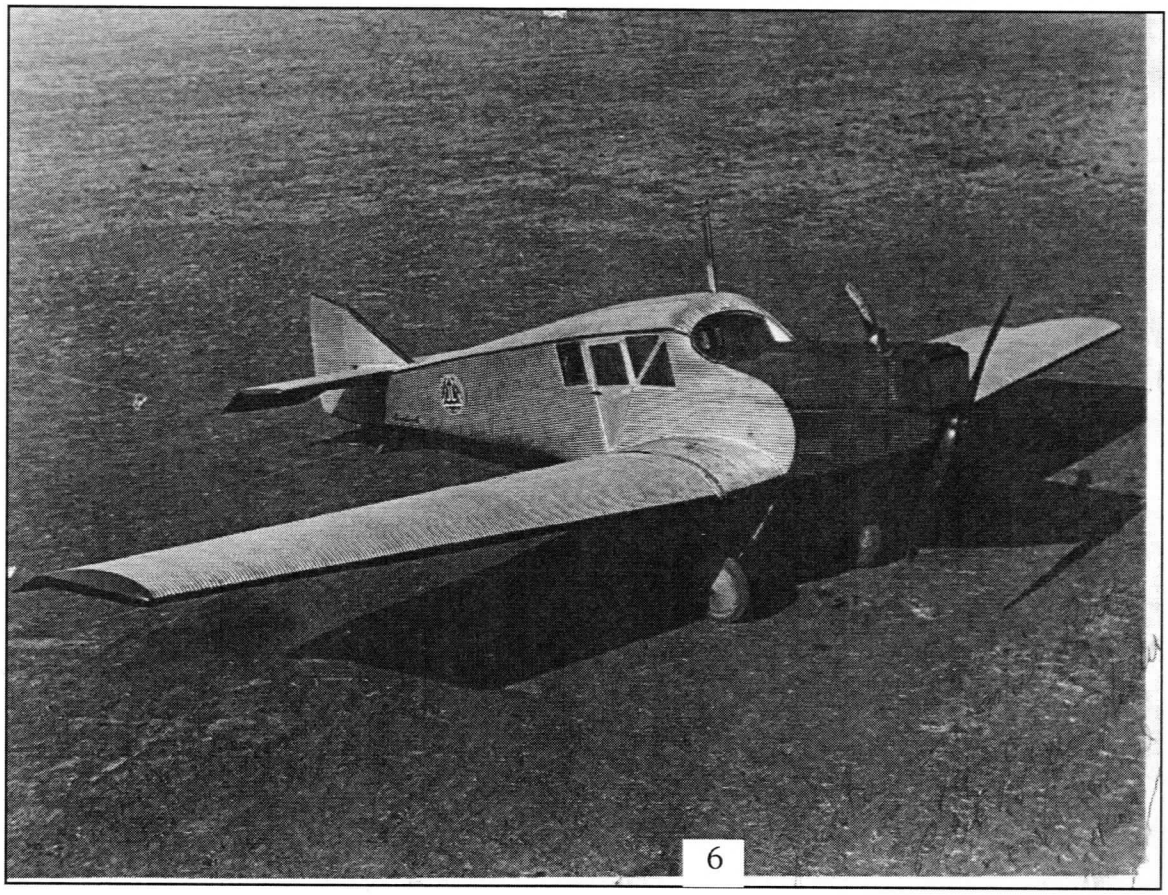
What else? Oh, the wings. Note that the top line of the center section is straight across, whereas the underside has a slight inverted gull form. Follow the instructions on the

plan and you should arrive at the idea. Note that there is a slight Phillips entry on most of the ribs. The leading edge stock should be sized so that you can build the wing with the LE bottom edge pinned to your building board. Once all the glue has dried and the wing panels are off the plan, you can sand the LE to shape. As for the trailing edge, because it is a one-piece that is wider out at the aileron area, you'll have to be careful shaping it to a taper—the angle of the taper at the widest point of the aileron will need to be reduced as you sand.

Phew. With all that, you may ask is it WORTH building this crate? I say yes. The odd little quirks and curves of this airframe are fun to discover and recreate, and give it gobs of character. I found it helpful to always keep in mind that it was made of corrugated sheet metal; imagine what that material can and can't do around compound curves, and you'll have a conceptual guide to what's what. As for performance, although my model has had relatively few opportunities to stretch its wings it has shown great promise, including a max in its first official flight at the wind-tossed Nats. It took nearly two hours to find it after that flight, though, and that only happened because I heard the crunch as I stepped on it on my way out of the beans, having given up looking. Perhaps it is star-crossed still? A desperate attempt to restore her to airworthiness for her final two flights of the day went for naught, as the wind had by then reached gale conditions and none but the most masochistic of flyers were still at it. She will fly again, however, and with any luck, will restore some of the lustre lost by her forebears in their unhappy past.

-Dm



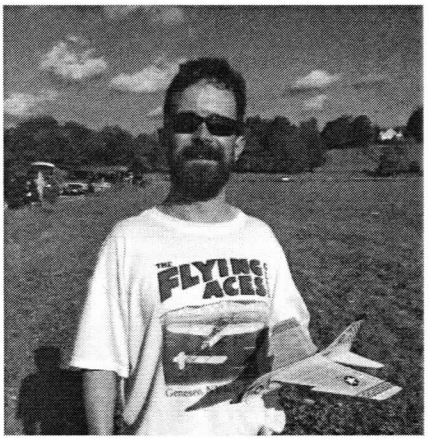


The inscription lower right of the photo at left reads: "Junkers on mail run-1920-pilot by Jim Heath-on a mail run". The model is based on the color profile presented in this picture. Note black tips of wings and stab, and black trim line on the fin LE as well as the upper fuselage longeron, and the Junkers-Larsen logo on the fuselage side. Note also the prominent, exhaust-blackened antennae mast . If you're a real glutton for punishment, go ahead and mount it...not all photos of the JL-6 show it, though.

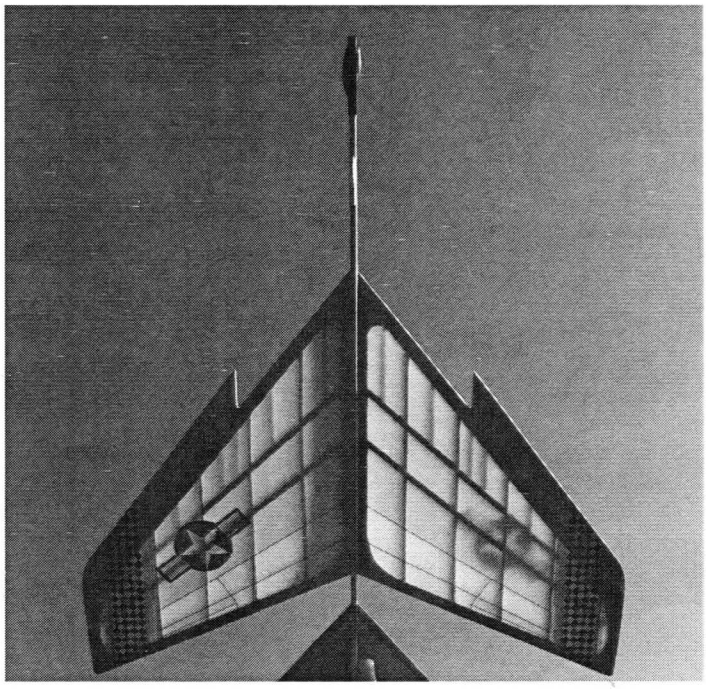
Grumman G97 F9F-9 Jet Cat

The Secrets of Getting it Right

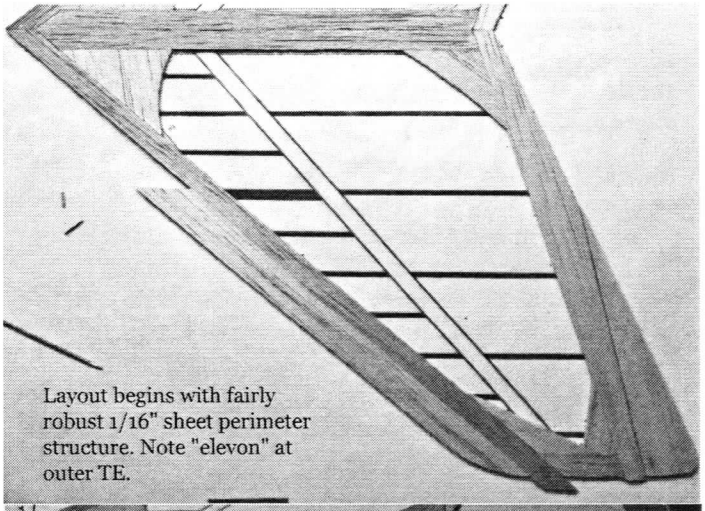
Mike Kaiteris has been working on refining his design of the Grumman G97 for a while now. I was going through some pictures and found one of what was apparently the first version of this neat model. It didn't stick around for long, flying off Pinkham Field in September of 2017. As someone who has only recently felt the satisfaction of a Jet Cat flight exceeding 6.9 seconds (I know, I know, FAC rounds down. To heck with you all. I'm claiming that .9 seconds, it's MINE), you may believe that as a witness to that flight, I was impressed. To hear that there were IMPROVEMENTS to be had...well, color me keenly interested.



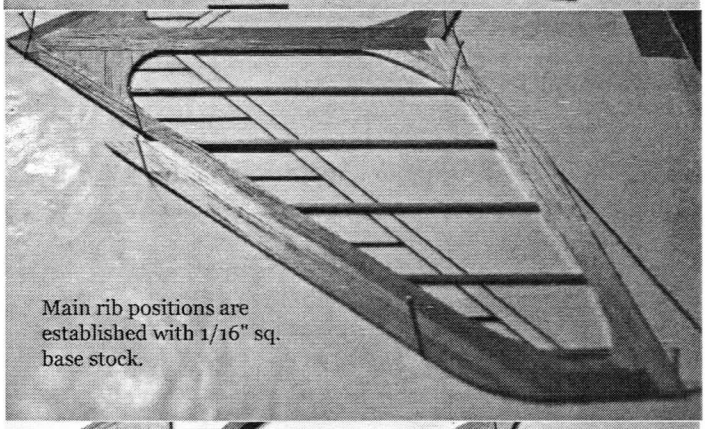
I cornered Mike's dad, **Pete**. Under intense questioning, Pete revealed that "...on the succeeding models the wing structure was simplified with one spar instead of two. Also the 'elevons' were kept clear of the ribs to make them easier to adjust, since wing tip adjustment made #1 fly." When I applied the thumb screws ever so slightly tighter, he agreed to cajole Mike into providing me with a plan and some photos of the refined design. I think it's worth comparing the original wing structure, suggested here in this exclusive, never-before-seen photograph--



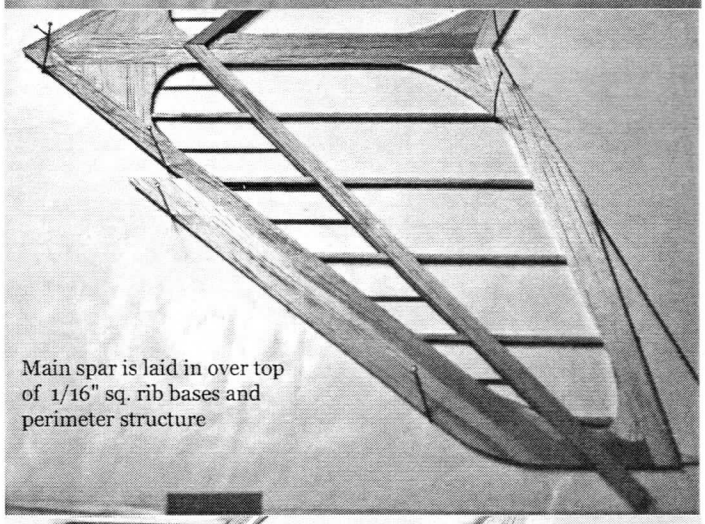
--with the construction photographs provided by the designer himself, of the new version (at right). Lighter,



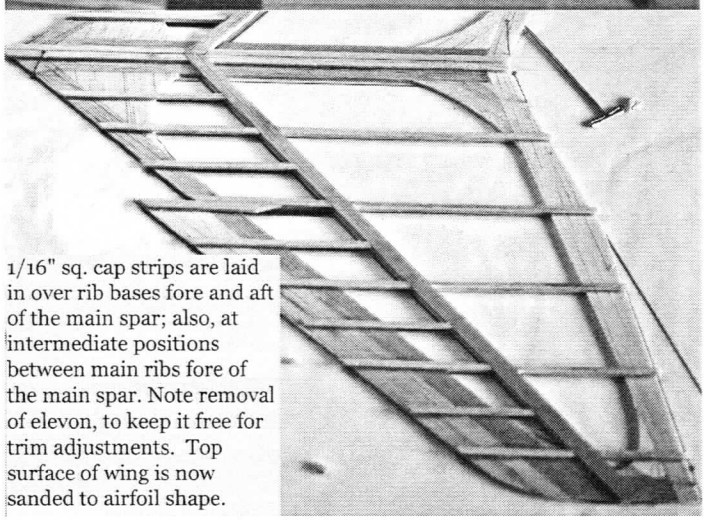
Layout begins with fairly robust 1/16" sheet perimeter structure. Note "elevon" at outer TE.



Main rib positions are established with 1/16" sq. base stock.



Main spar is laid in over top of 1/16" sq. rib bases and perimeter structure

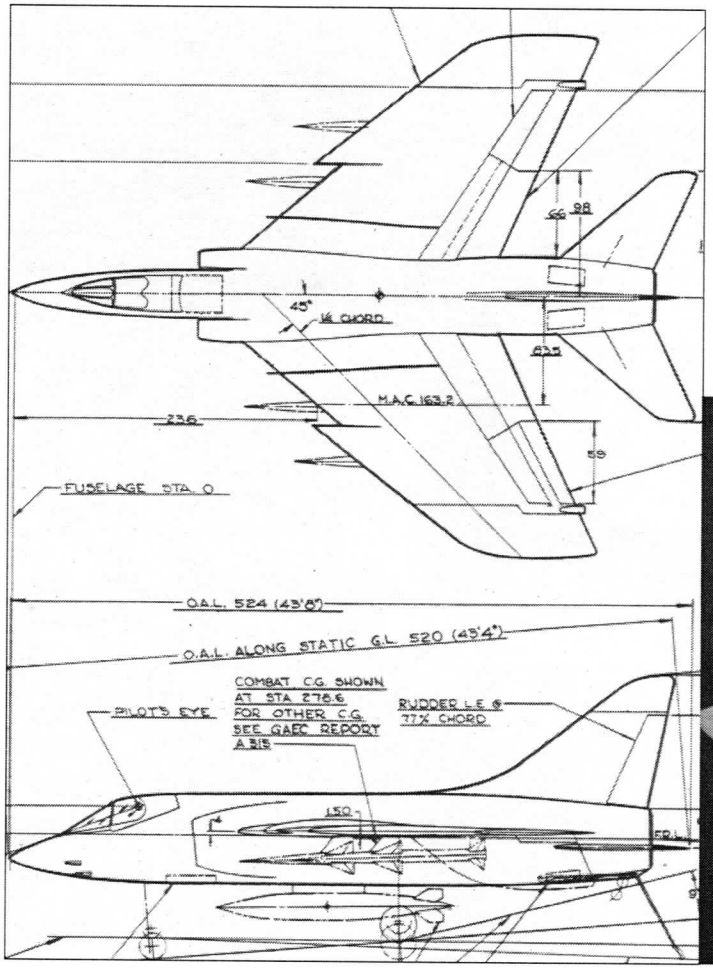


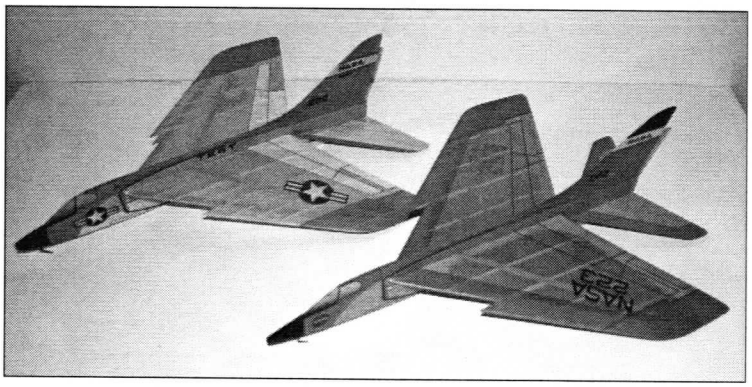
1/16" sq. cap strips are laid in over rib bases fore and aft of the main spar; also, at intermediate positions between main ribs fore of the main spar. Note removal of elevon, to keep it free for trim adjustments. Top surface of wing is now sanded to airfoil shape.

strong enough, but not too strong. Mike must be doing something right; he's been finishing in the top ranks of the Jet Cat competition at the Nats / Non Nats for several years now, with a variety of aircraft.

Speaking of aircraft, you may well ask, what the Sam Hill is a Grumman G97 F9F-9 anyway? I can promise you that asking the question of Mr. Google will only get you more confused than you already are. Frustrated, I returned to the dungeon and gave another half-turn to the screws on Mr. Kaiteris, who revealed between screams that the G97 was "a concept aircraft proposed as a supersonic follow on to the Cougar. It wasn't built, it lost out to the Tiger". Ah...so the aircraft never existed. Well well. Can it fly in FAC Jet Cat, then? Insofar as Jet Cat is a scale judged FAC class, and *other* FAC Scale classes allow concept aircraft, so long as they are suitably rendered , it seems the answer is YES.

Anyway, once the elder Kaiteris revealed his sources, I released him and I was able to get a little more information on the aircraft. Grumman's submitted Design 97 for the BuAer's OS-130 Day Fighter competition in 1953. The aircraft was an interim step between the F9F-6 Cougar and later F11F Tiger, the latter known as the Design 98 within Grumman. The company prepared a comprehensive Design Summary for the proposal, much of which can be found on the very interesting RetroMechanix website (www.retromechanix.com), from which was culled the two-view presented here.





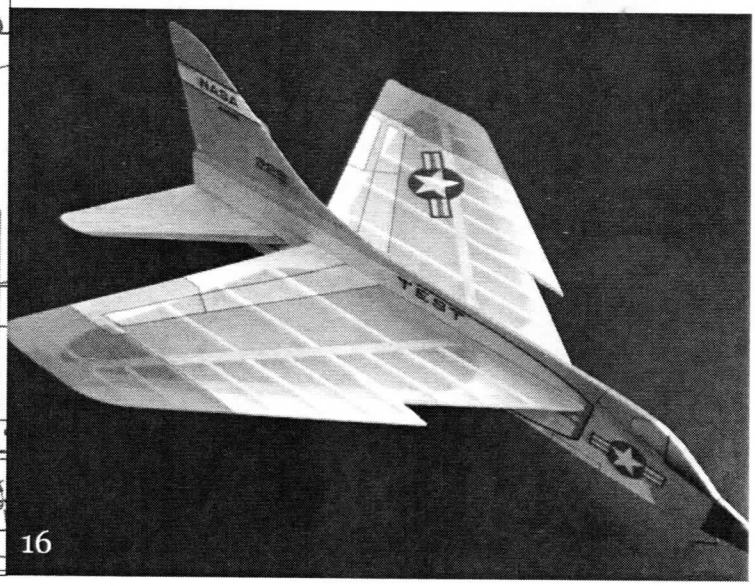
G97 BUILDING NOTES--From Mike Kaiteris

WING:
The wing has a 1/16" sheet outline. Do not glue the triangular "elevon" pieces till after sanding cap-strips.

1/16"sq. sticks are placed on the full length rib positions.
A 1/16" x 3/16" spar is placed on top.
1/16"sq. sticks cap-strip the full length rib positions.
1/16"sq. sticks are placed at the short rib locations.
Sand cap-strips to shape.
Attach "elevons", finish sanding trailing edge to 1/32" at rear.

FUSELAGE:
The fuselage is 3/32" sheet, with bond paper nose doubling.
Attach bond paper with glue stick on both the paper and the wood.
The hook is 3/64" wire . Reinforce with bond paper.

TAIL:
Tail parts are 1/32" sheet.
Cover with tissue, by using glue stick on the wood, and smoothing with your fingers.
Iron the surfaces, turning repeatedly till they don't curl.
This sets the glue and shrinks the tissue.



PROP MAKING à la HALLMAN

Tom Hallman created a nice little photo essay, illustrating part of his process for making props from plastic jugs and bamboo spars. Tom writes, "Love making these props. 6" dia.; one liter soda bottle blades, bamboo spar, epoxied alum. tube ramp, toothpick rivets."

In photo #1, the spar has already had a centering hole drilled into it, with a brass tubing hub installed, and flats have been cut and filed into the spars' ends where the prop blades will rest. These flats are angled so that when attached, the blades will lay to the card stock angle jig that is taped to the board. Note the vertical wire shaft between the two pins.

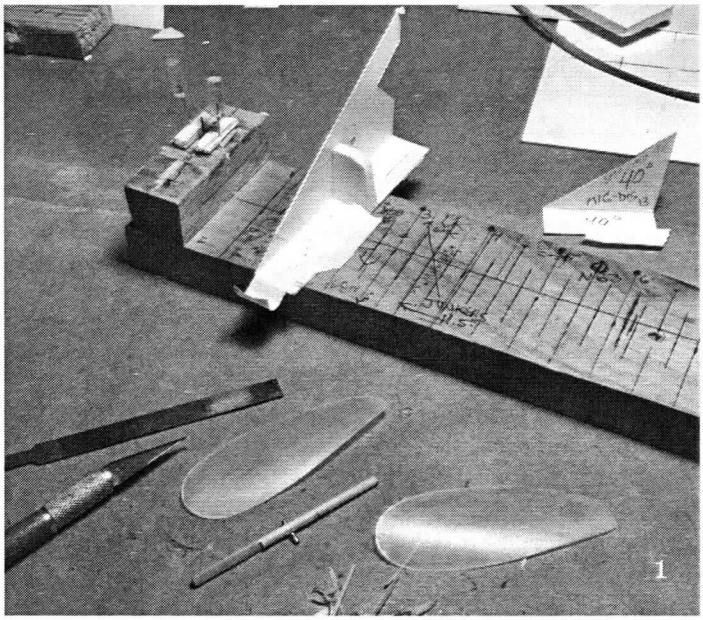
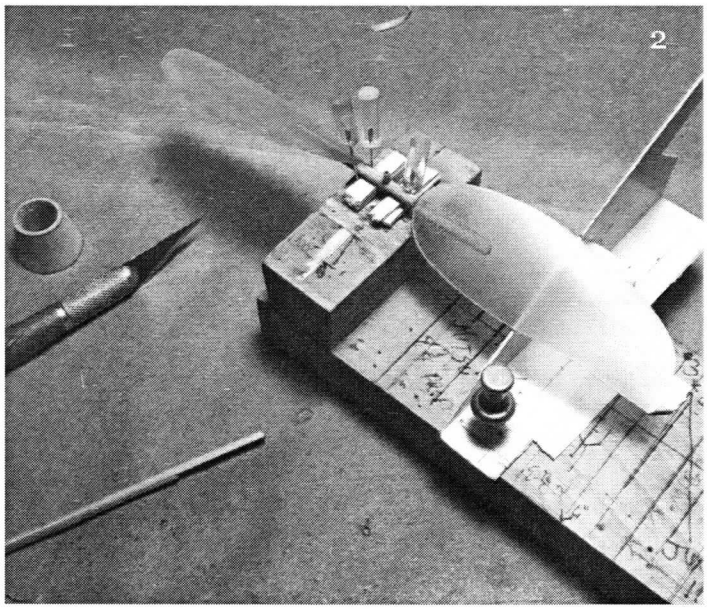
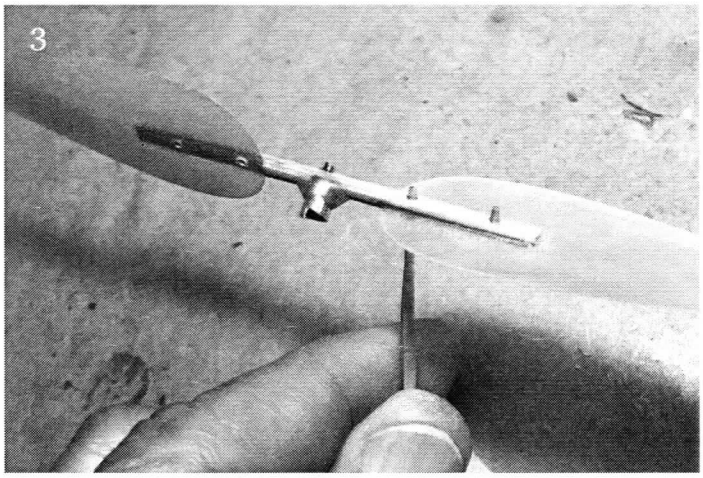
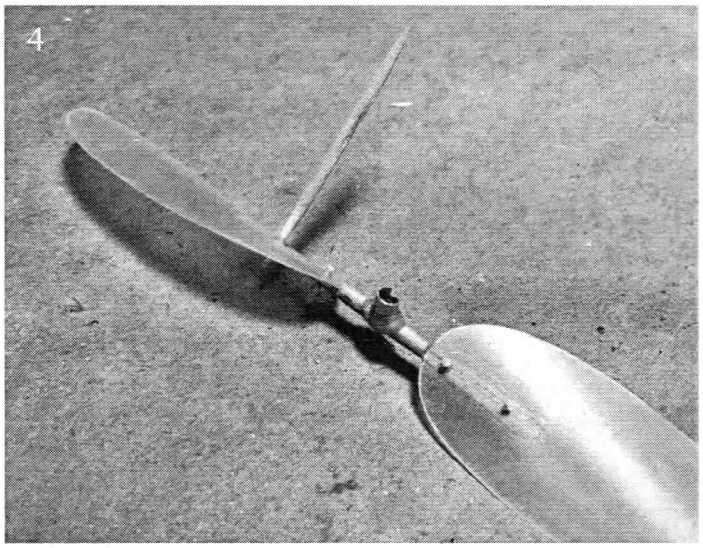


Photo #2, the back sides of the blades have been roughed and scored in the area of the spar, and glued to the spars--presumably with epoxy. Straight pins hold the spar in position radially; the brass prop hub is positioned on the wire shaft visible in the first photo, to keep things oriented axially.

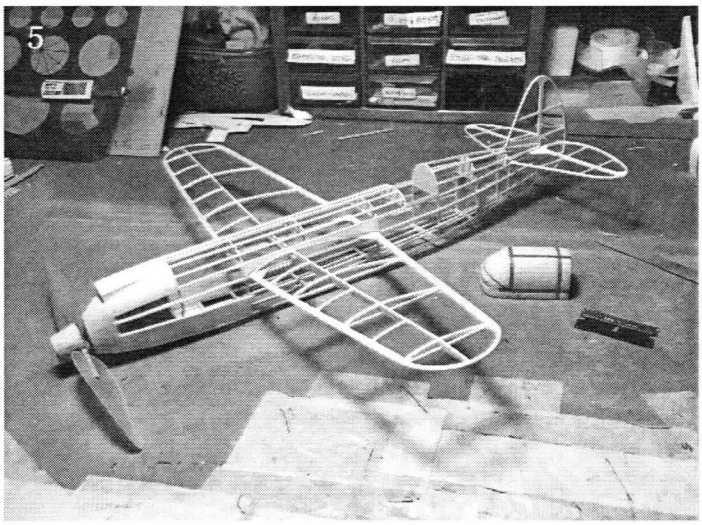


In photo #3, Tom has epoxied a short length of aluminium tubing to the prop spar, with a ramp filed into into it. The larger diameter of the tube allows for a smoothly graded yet substantial freewheel ramp. He has also drilled two holes through each prop blade / spar half, and demonstrates in this photo and in photo #4 how he pins those holes with a toothpick and epoxy to form a secure assembly.



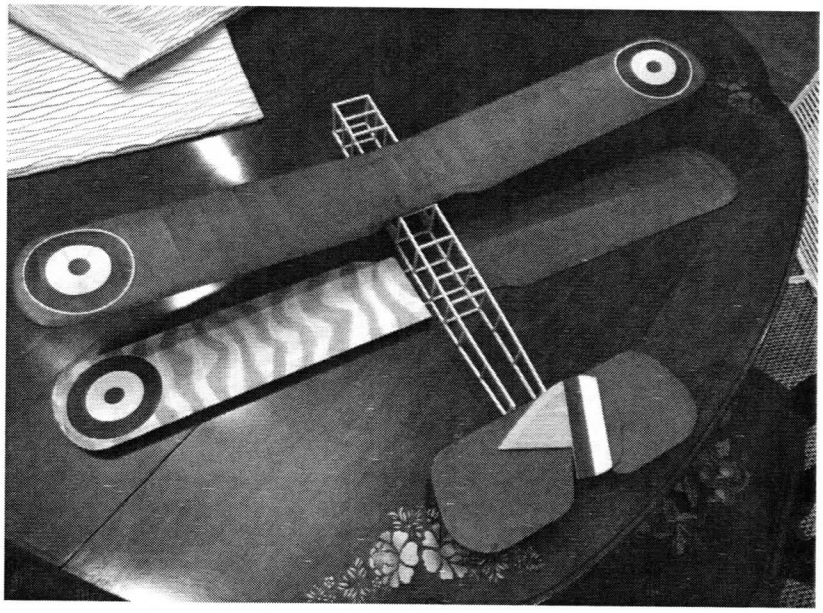


And here is the (almost) finished product, coming to a field near you!



PAN PASTEL HOW-TO

Doug Beardsworth is resurrecting an old abandoned Guillows DH4 kit as a power scale job. While the power plant to be used is still in question, the covering is not--good old Jap tissue and...*pan pastels?*



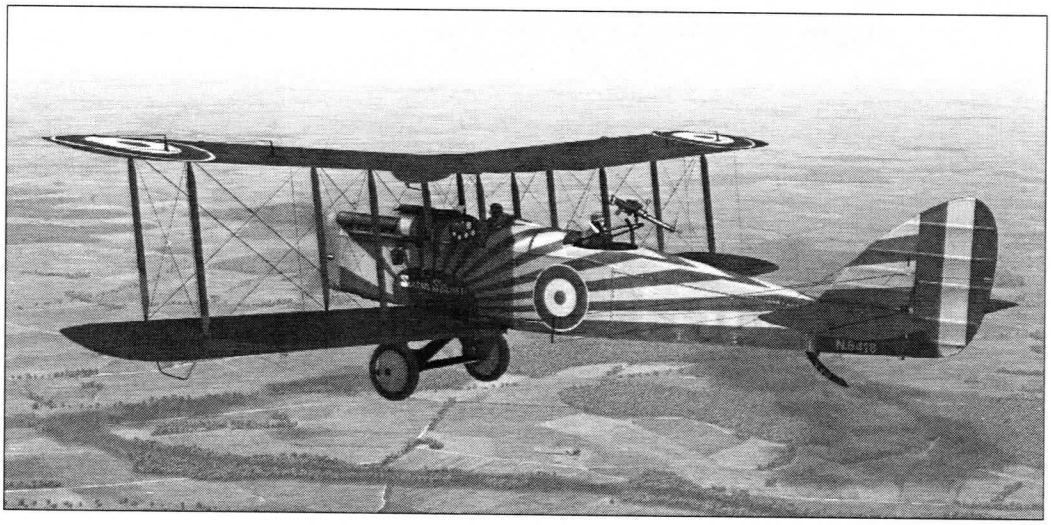
Yes, pan pastels. Check 'em out--www.panpastels.com. Guys swear by the range of colors that can be had applying these finely ground pigments to tissue, and the results are hard to argue with. I wish I could show you the colors in the picture for this article, but you'll have to take my word for it--they're gorgeous. Doug had the following to say about his techniques:

"The OD green used is an easy recipe of using Green esaki, with PanPastel Raw Umber applied to the back side and then the front side using disposable make-up sponges as the application tool. That's it. I use glue stick for application (of the tissue to the airframe--Ed.). The tissue as seen has not been sealed as you see it now. However I plan to spray a satin or flat clear finish over everything once all corrections are made to lock down the pigment on the outer surface of the tissue and seal the cut tissue roundels.

The glossy side of the esaki will indeed accept and hold the PanPastel color quite well since the pigment is so finely ground. I cut the sheets of tissue sized for the panels to be covered, and then chalked them individually. I found I got a better and more consistent color coverage when working with smaller panels of tissue - as opposed to chalking an entire large sheet. I use an old picture frame with glass and a white background as my chalking pallette. The tissue panels lay on that, I hold the tissue with the fingers of my L hand and spread chalk with the make-up sponges with my right hand. No taping down required. the picture frame cleans up easily with a damp sponge when changing from color to color, too.

I have also created many sample variations of British PC10 colors by applying burnt sienna on the more porous back side of the green esaki first, then the raw umber over that followed by a pass of raw Umber on the top surface. With that burt sienna added, you get a more brown variation of the olive. And as a final tweak, I have also made samples as just described, but with a final pass of black chalk on the back side only. You can create some rather nicely nuanced colors to match what you believe PC10 may be for your subject ship. The real PC10 color apparently varied hugely in color from manufacturer to manufacturer and according to the materials at hand. I believe any color from OD green to khaki would indeed be correct for a WW i ship colored with PC10.

Coincidentally this experimentation in olives, greens and PC-10 is spilling over to my Fokker DR1 project, since the streaky camouflage used on the triplanes was of a similar "mix it on the fly -and apply with a broad brush" approach. I am also considering covering with esaki, but the matte side outward, and adhering the glossy side to the framework. Sometimes the colors appear and work better when that side is exposed. Your mileage may vary...

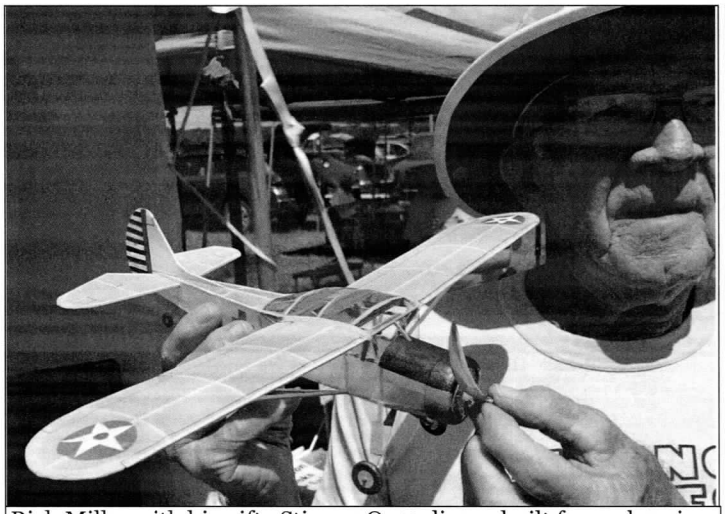


My formula for Clear Doped Linen has also changed. Its now white esaki with a coat of white chalk rubbed in well, followed by burnt sienna- both applied on the back side only. It is not as yellow as seen on my Baby Bowlus and Ansaldo SVA5. I think it now looks more correct."

-DB

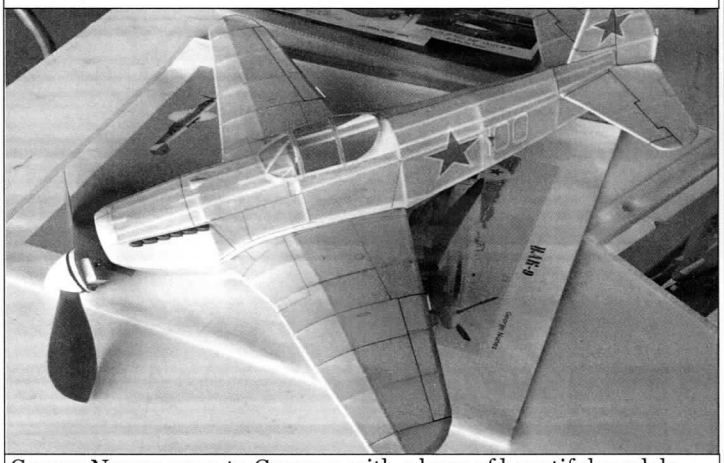
RANDOM 2018 NATS PICS

all photos by Dave Mitchell except as noted

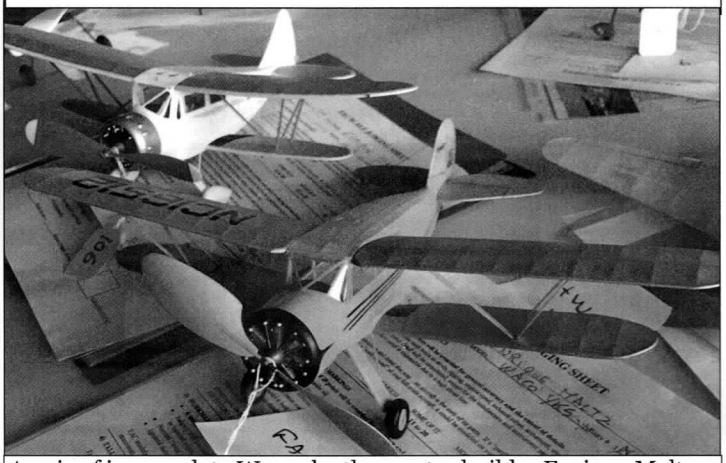


Rich Miller with his nifty Stinson O-49 dimer, built from plans in the May/June 2018 issue of the FACNL.

Thayer Syme and his gorgeous Peel Glider Boat, built for the Hi Start Scale Glider event.



George Nunez came to Geneseo with a bevy of beautiful models, among which was this Yak 9.



A pair of immaculate Wacos by the master builder Enrique Maltz.

Vance Gilbert went as low as he could go to get this shot of his stunning 54" Martin MB-2, paired with the editor's 24" AW.154 Argosy.

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STARS IN THE SKY

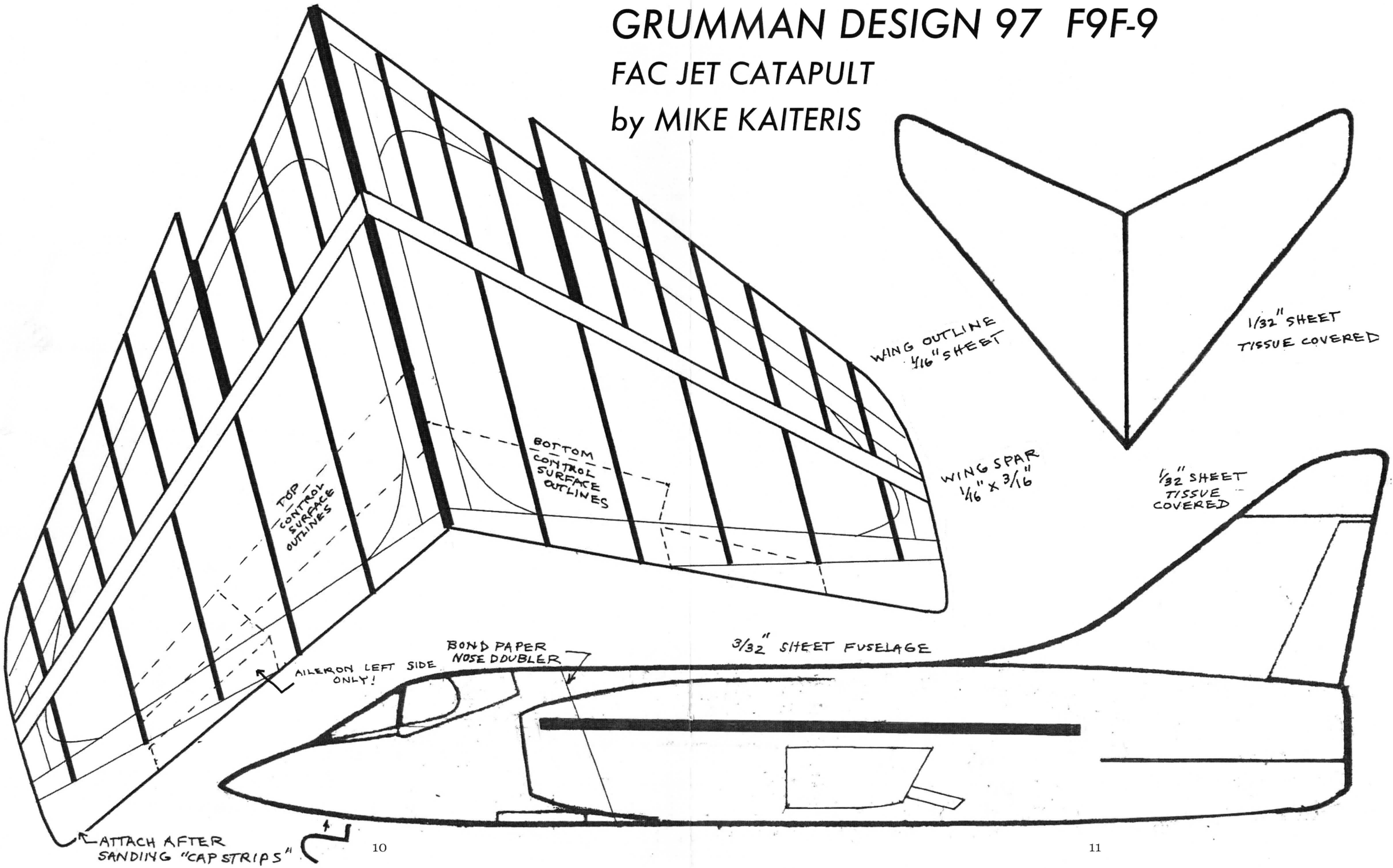
Elrey Jeppesen, 1930s Air Mail pilot, is the father of the modern navigational flight chart. Jeppesen created detailed hand-marked navigational charts and notes to aid him in the dangerous task of cross-country flying. These notes, which included important landmarks, elevations of obstructions, and telephone numbers of farmers willing to provide advance weather reports, were in high demand among pilots of the time; so much so that Jeppesen ultimately went into business for himself producing "Jepp Charts" which are used, in one form or another, throughout civil and military aerial navigation to this day. These charts helped turn an exceptionally dangerous profession into one that we *almost* take for granted today.

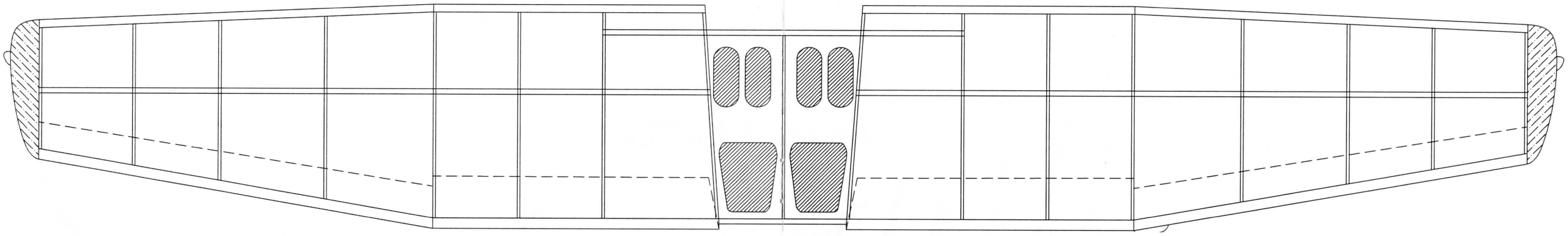
Front cover:
A pair of Grumman G97 F9F-9 Jet Cats head off on a sortie, whilst a Junkers-Larsen JL-6 lifts off the runway.

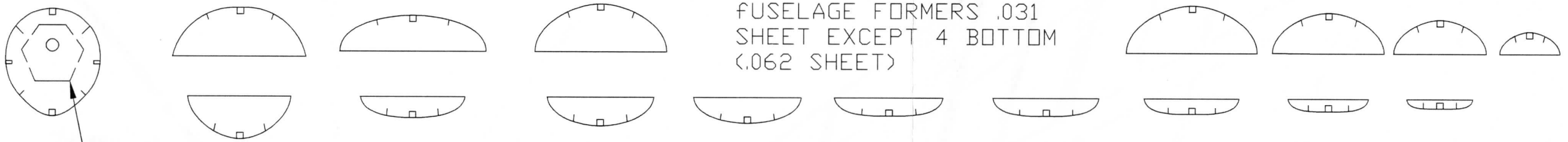
GRUMMAN DESIGN 97 F9F-9

FAC JET CATAPULT

by MIKE KAITERIS

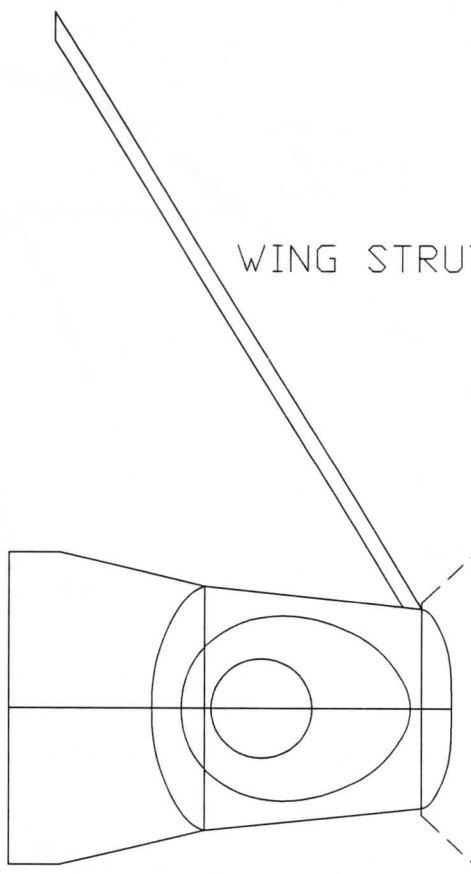




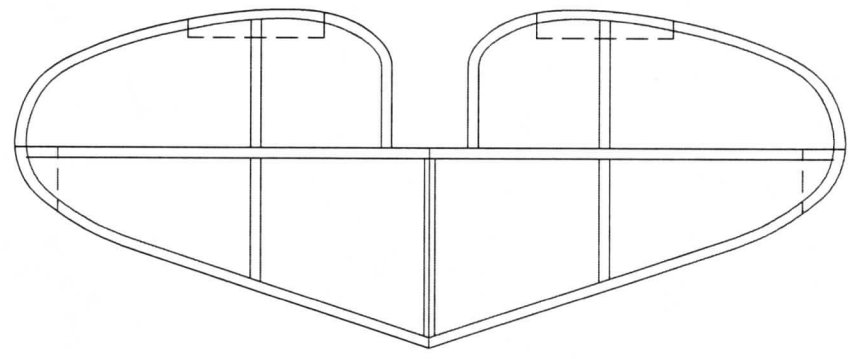


FUSELAGE FORMERS .031
SHEET EXCEPT 4 BOTTOM
(.062 SHEET)

KEY THREE
LAMINATIONS OF
.062 SHEET



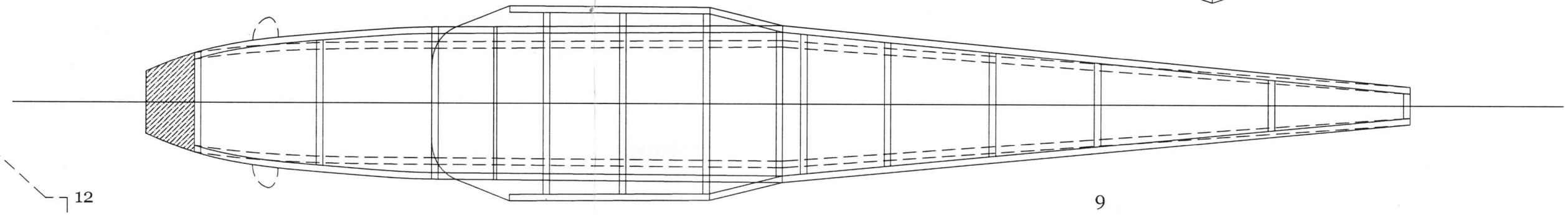
WING STRUTS .062X.125

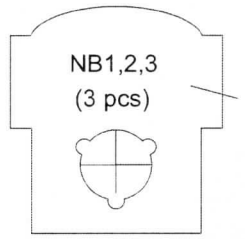


SIAI-MARCHETTI SM.1019

JOSHUA FINN
JUNE 2008

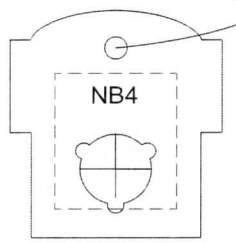
U/C WIRE .025, .25 SHEET
WHEELS



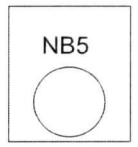


Laminate cross grain along with NB4 to make up nose block. Sand to profile suggested by drawing

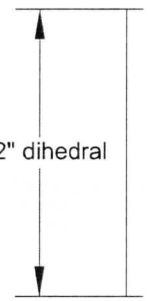
3/32" hard balsa

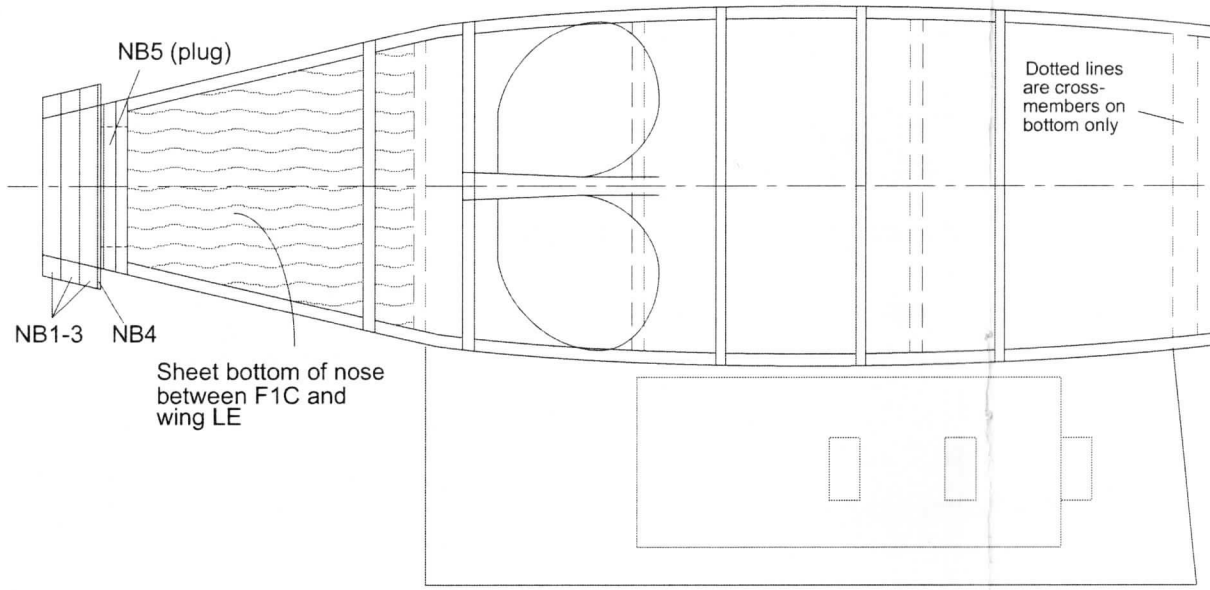


1/64" ply



1/8" hard balsa nose plug

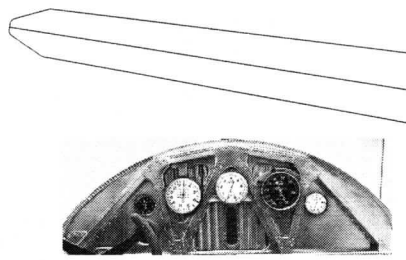




Another

PLAN

The cockpit area is tricky to describe... I used flexible reed to create the circular openings, then filled in around that coaming with soft balsa block. I then sanded the balsa to the fuselage contours. You may have different ideas....



COLOR NOTES

Aircraft was made of corrugated duralumin.

Entire nose forward of curved dotted line on side view is black.

Upper wingtips are black.
Bottom of wings, stab are black.

Thin black trim lines along upper fuselage side stringer, from cockpit to stab.

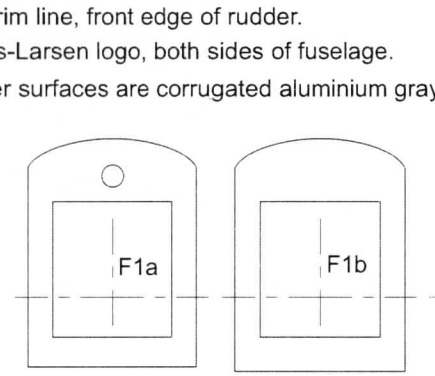
Black trim line, front edge of rudder.

Junkers-Larsen logo, both sides of fuselage.

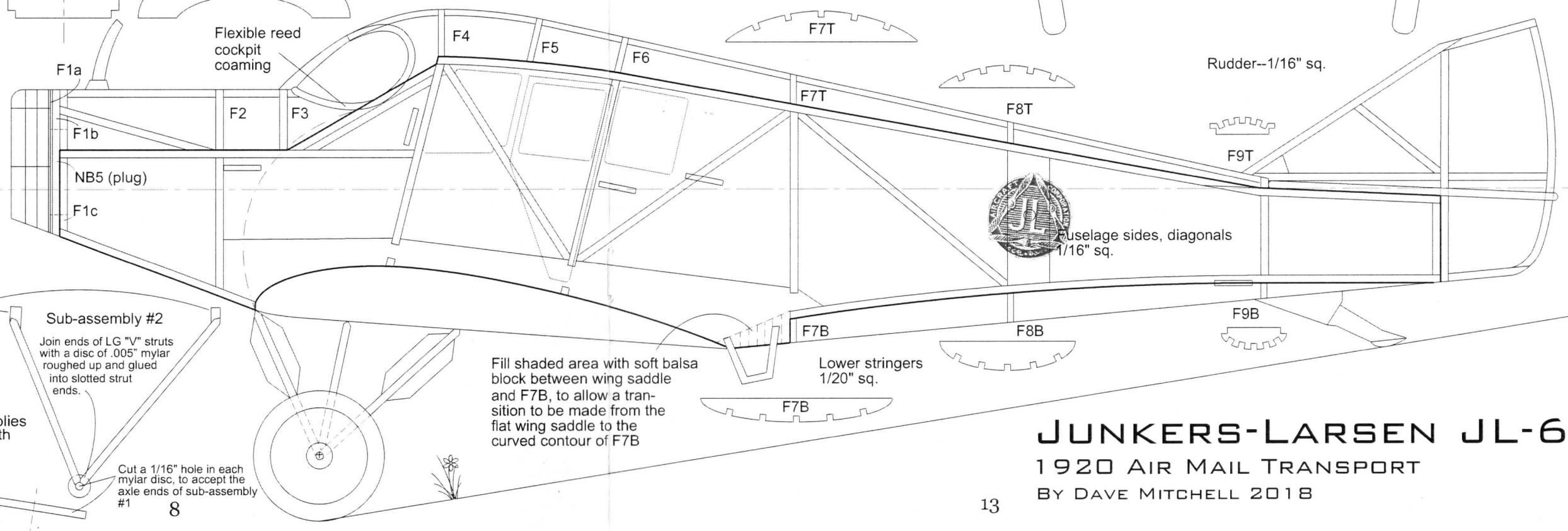
All other surfaces are corrugated aluminium gray.

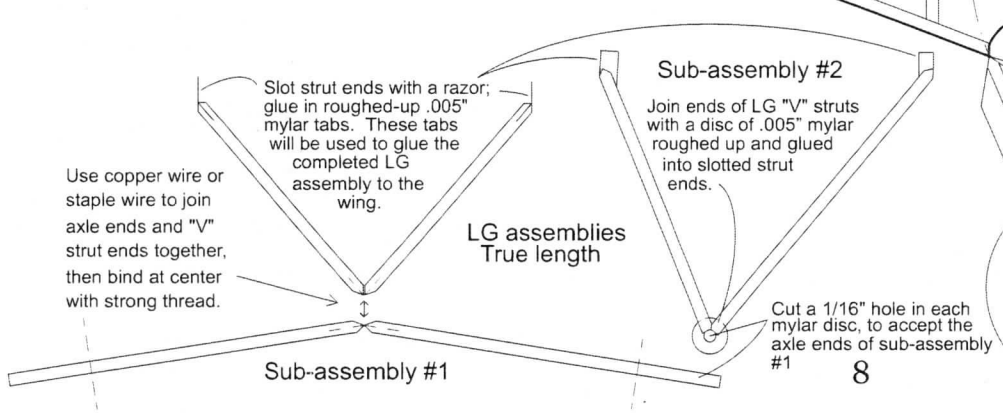
Fuselage formers F1b to F3 are 1/16" balsa. All formers aft of F3 are 1/20"
Upper stringers forward of F3 are 1/16" sq.; aft of F3, use 1/20" sq.

*Note slight gull wing—lower surface of wing only. When building the wing, shim W1 ribs up 1/16"



1/64" ply 1/16" balsa





JUNKERS-LARSEN JL-6

1920 AIR MAIL TRANSPORT

BY DAVE MITCHELL 2018

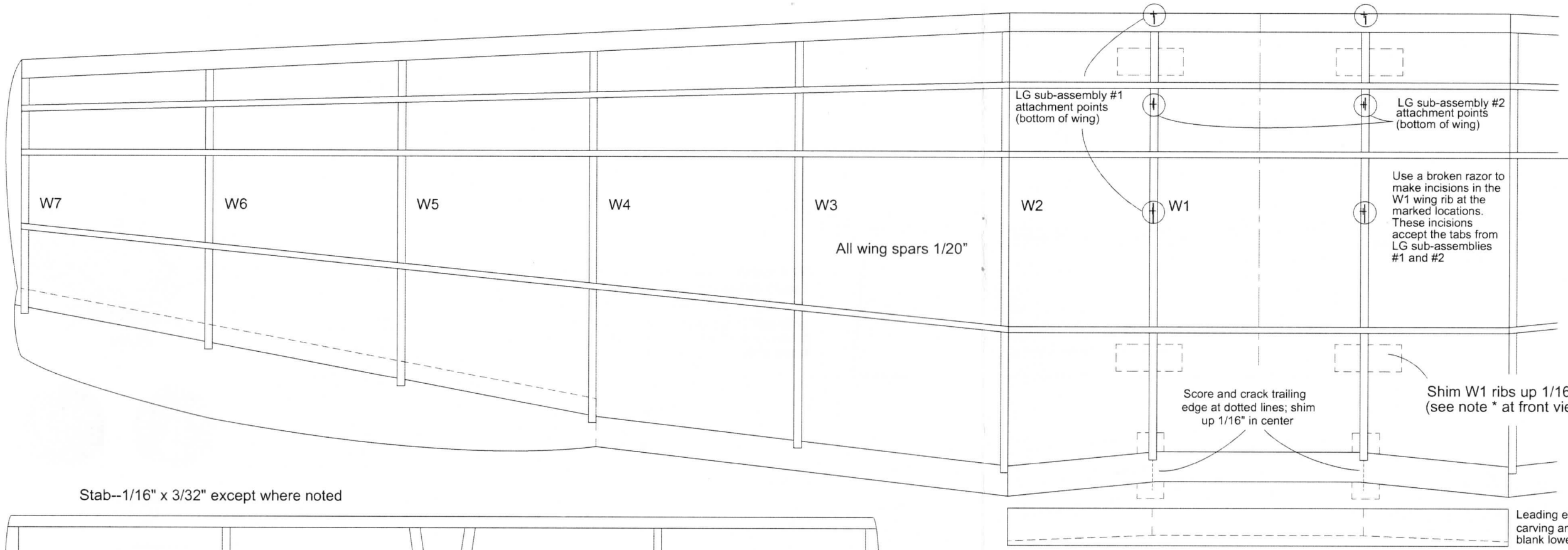
JUNKERS-LARSEN JL-6

1920 AIR MAIL TRANSPORT

BY DAVE MITCHELL 2018

Another

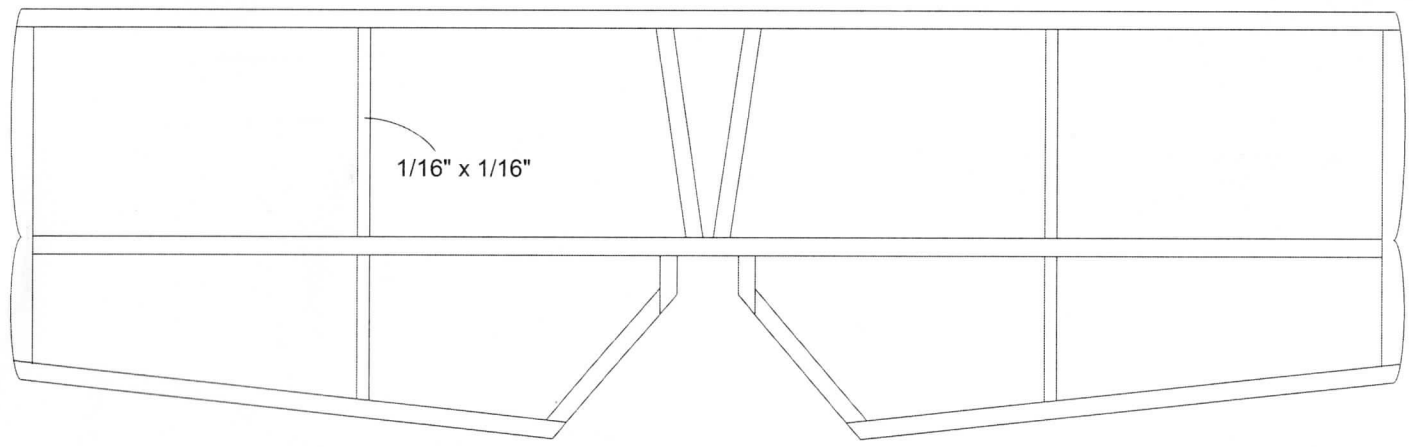
PLAN

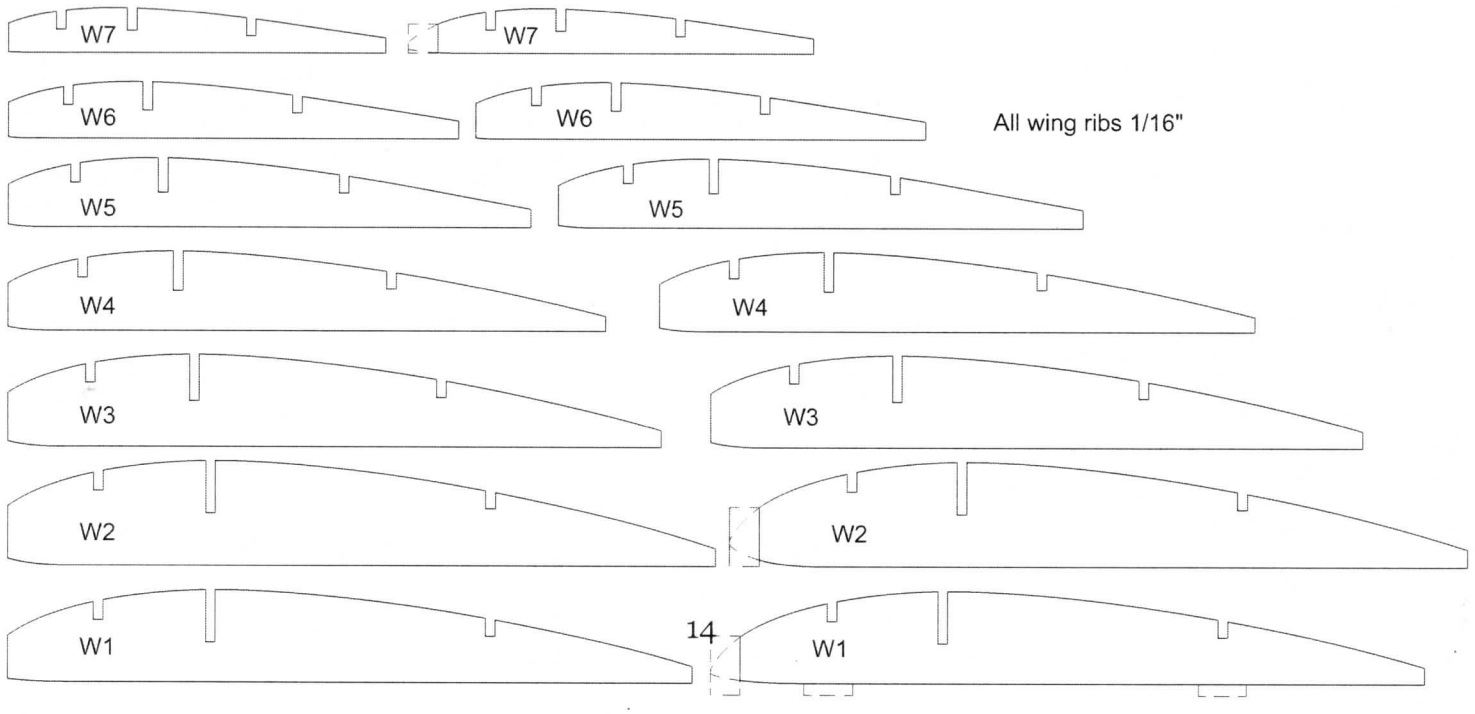


Leading edge, center section--dotted lines show approximate shape after carving and sanding to final shape. Build center section with leading edge blank lower edge on building board.

Leading edge, outboard sections—approximate taper. Build wing sections with lower edge on building board.

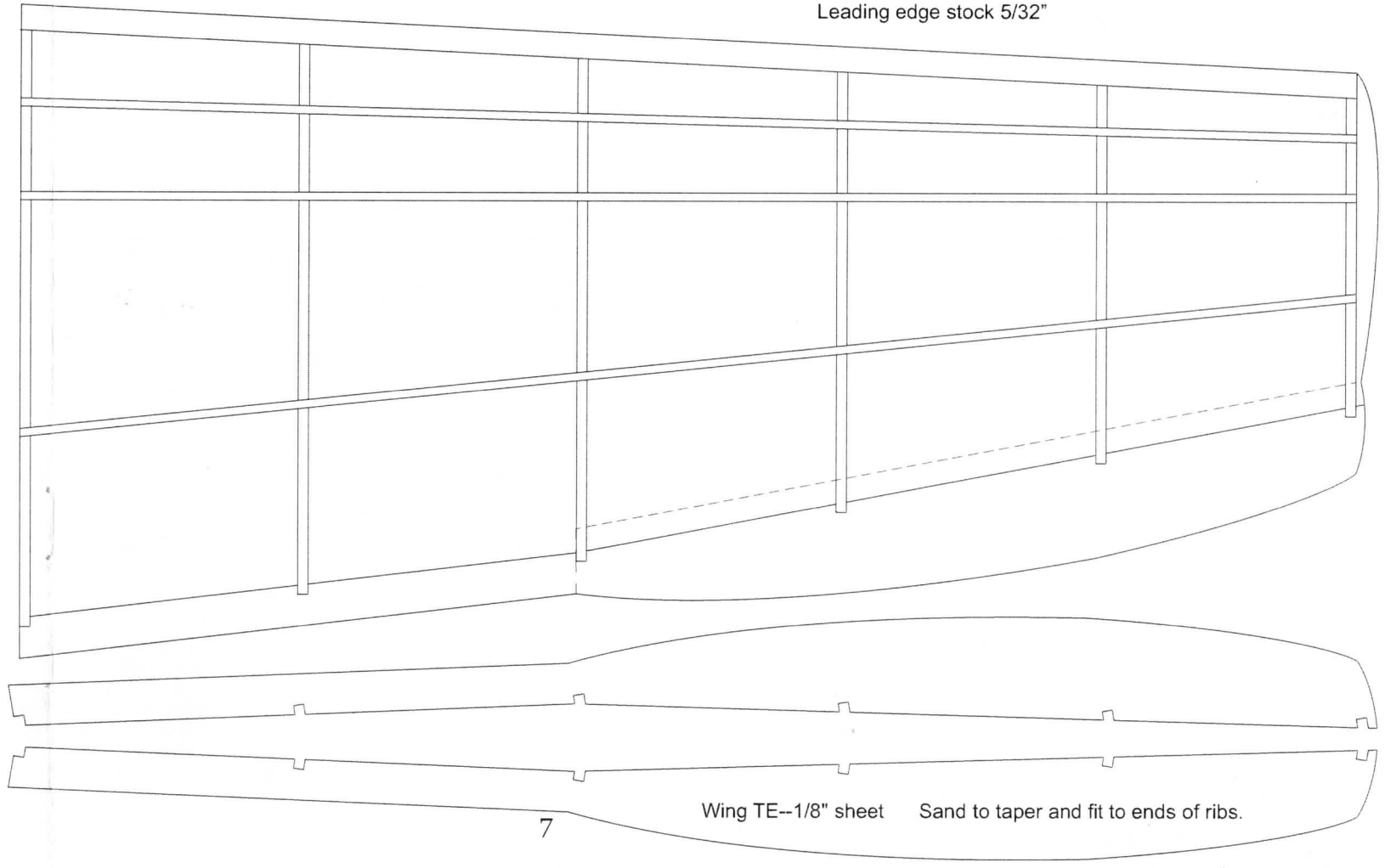
Stab--1/16" x 3/32" except where noted





All wing ribs 1/16"

Leading edge stock 5/32"



Wing TE--1/8" sheet Sand to taper and fit to ends of ribs.