

MAX FAX

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

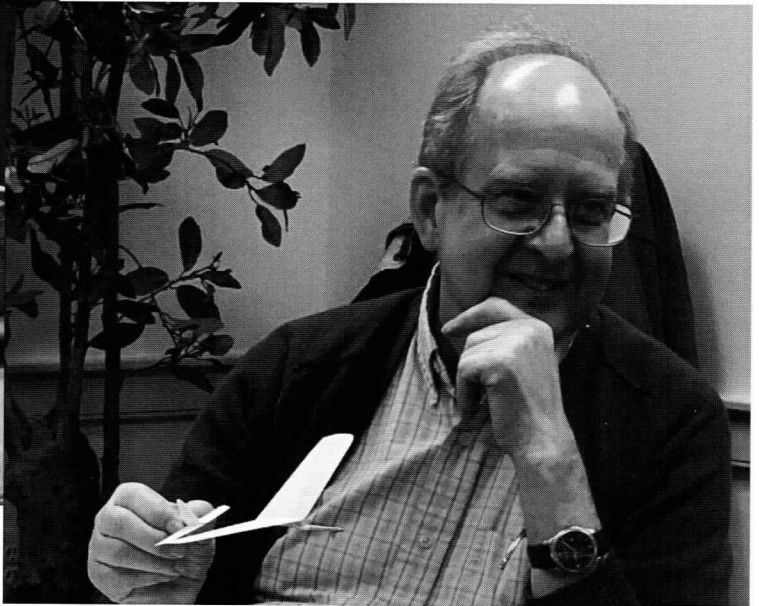
Editor: Dave Mitchell 2019-4



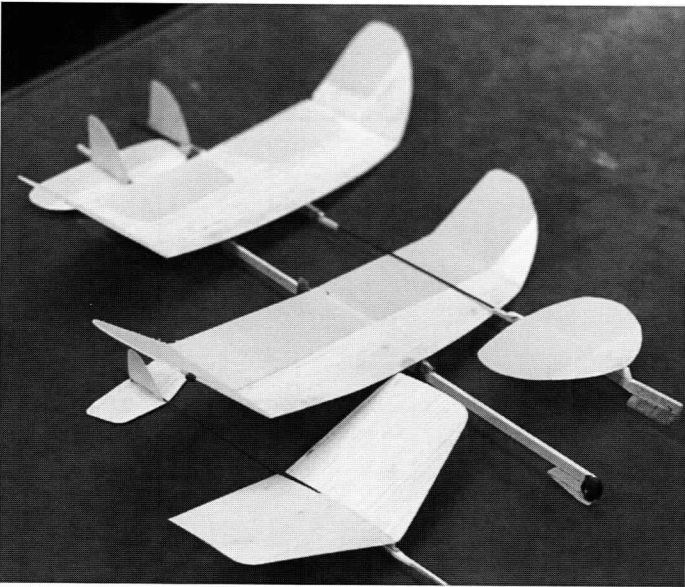
FAIRCHILD 24



Glen Simpers brought in one of Bill Bell's old models, a Lincoln APK5 from Hurst Bowers' plans. Glen has been using it as a testbed to test the efficacy of different airfoils ...



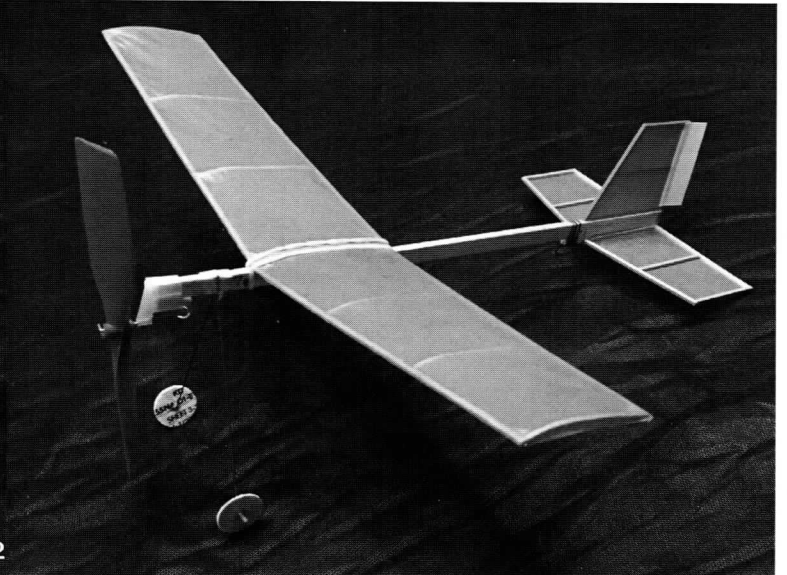
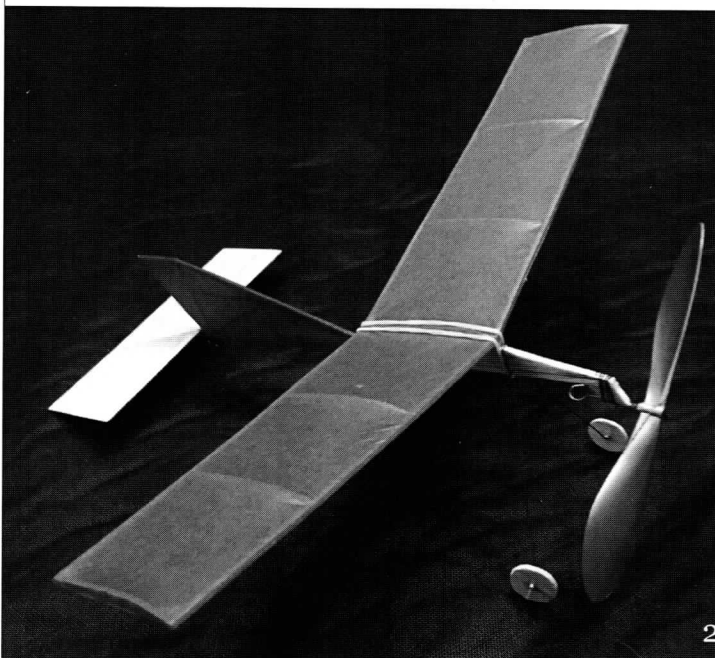
Glen was busy at the last Maxecuter's meeting! Here he's holding one of a trio of balsa and foam gliders that he brought in for discussion. He says they fly like crazy...



Glen's gliders feature the use of Depron foam to minimize weight. He reported that in some cases this allowed too much flex during launch, affecting the trim negatively...



Stew was also busy at the meeting. Here's his very pretty Piper Clipper (above), built from Mike Nassise's plans. Below left is a picture of the Pipit that gave Scot Richlen so much grief. Below right is what became of the Pipit after Stew got his hands on it! What started out as a tweak ended up a whole 'nother airplane, so it was rechristened the FWROG-2. Plans in this issue....



MAXFAX 2019-4

Hi gang! By the time this last MaxFax of 2019 gets to you, it'll probably be 2020. No matter how much I promise myself I'll get the *next* issue out earlier, it just never seems to work out that way. Like the old song says, *Que sera, sera, whatever will be, will be, the future's not ours to see...*

I thought of that song when I heard the news that **Mike Nassise** had died in November. Maybe because Mike was such a prolific designer, maybe because I had just received yet another *Tailspin* with yet another great plan of his in it...whatever it was, via the usual indicators he appeared to be carrying on as if mortality was not something that applied to him. And somehow, even if I didn't know Mike particularly well personally, it *seemed* like I did. That will have to do. So together with everyone else he touched, we say goodbye and farewell. In tribute, we reprint Mike's elegant plan for the P-47D. Use the good wood, friends!

Who will be the next Mike Nassise? Big shoes to fill. Maybe someday it will be a **Foo Fighter** from Frost Middle School in Virginia who gets bit by the modeling bug, coached along by Maxecuters **Scott Richelin** and **John Murphy**. Scott and John have been at it for seven years now. Scott sends us pretty regular reviews of each year's activities, which I've taken the liberty of editing into a single document for this issue. We also present a couple of designs Scott has been working with: a nifty own-design F4 Phantom No-Cal, and a simple stick model, based loosely on the troublesome *Pipit*, developed in collaboration with **Stew Meyers**. The *Pipit* is a design that the **Stealth Squadron** has been messing with at their indoor fly-ins. Scott built one and found it uncooperative, hence the re-engineering...if you're looking for something easy to build and fun to fly, the FWROG-3 oughta fit the bill. The more masochistic of you may want to try the original *Pipit*; the plan can be found on the "One Design" link at the Stealth Squadron website: <http://stealthsquadron-fac49.com>. While you're there, check into the **Postal Contest** they're running!

We also have a couple of oldies but goodies, a pair of Fairchild 24 plans: the classic Comet dimer, and the marvelous full-on scale effort from FSI. I was inspired to include them in this issue by the article **Jim DeTar** sent in. If the Comet plan presented here looks different than what you're used to, you've got good eyes. Allowing for printer's margins, the full size original plan won't fit on an 11"x 17" sheet of paper without the edges getting clipped, so I cut and pasted it together to squeeze everything down a bit. Imagine my dismay when I found that the "original" plan I was working from was reduced---arrgh! Well folks, you can either extend each wing panel an extra 1/16" or take the plan to the copy center and blow it up .08%. Or you can just build the darn thing as presented here. The FSI plan was drawn I think to a 27-1/4" wingspan. Blow it up to your preferred size, or maybe just admire the plan in all its detailed beauty....

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

Dave Mitchell, Editor
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Washington, DC 20012
davedge@me.com

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.

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.

Dues should be addressed to:

Stew Meyers
8304 Whitman Dr.
Bethesda, MD 20817

Make checks payable to "D.C. MAXECUTERS"

OR you may use PayPal at the website:
www.dcmxecuter.org

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

Highland Springs HS Indoor meet Jan. 12
Highland Springs, VA

Winter Madness Indoor Meet Jan.12, 8AM-5PM.
Glastonbury HS, Glastonbury, CT

Ongoing:

Dime Scale Postal Contest: Nov. 28-Mar. 17th See the Stealth Squadron website for details: <http://stealthsquadron-fac49.com>

BYKOTA Community Center indoor flying, Fridays 6-9PM

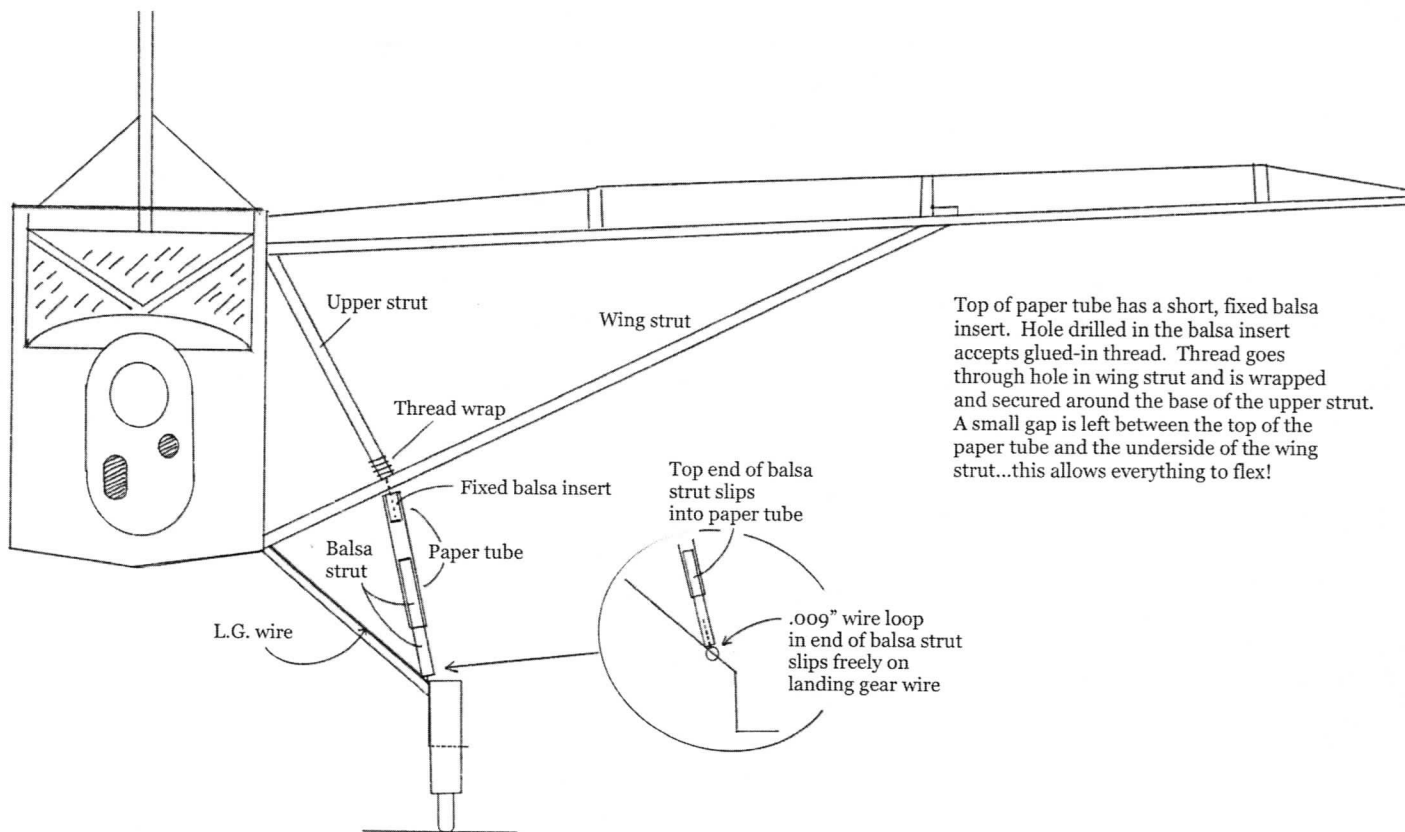
Bauer Community Center indoor flying, Mid-day on Wednesdays during the school year

CCBC Catonsville, MD late night indoor flying, 9PM-??, January -May. 2020 Schedule TBD

Fairchild 24 Strut Challenge *By Jim DeTar*

Some years ago (1999) Stew Meyers published the plan and a write up on building the Comet Dime Scale Fairchild 24 in the "Max Fax" (plan reprinted in this issue--Ed.). I've always liked this airplane so I built one for our indoor flying season. Since it won't have the proverbial high soft grass of outdoor flying, but rather will be flown over the unforgiving hardwood gymnasium floor, I was concerned about the sustainability of the landing gear and wing struts. The approach taken is outlined below. The support strut from the landing gear to the wing strut consists of both a rolled paper tube and a balsa strut. The lower balsa portion has room to flex upward into the paper tube. The upper paper tube portion is attached with thread allowing the joint to bend. The landing gear fairings are attached only to the landing gear wire and not to the fuselage. Result is that the landing gear can freely flex up and backwards. To date, no damage so far!

-JdT



Top of paper tube has a short, fixed balsa insert. Hole drilled in the balsa insert accepts glued-in thread. Thread goes through hole in wing strut and is wrapped and secured around the base of the upper strut. A small gap is left between the top of the paper tube and the underside of the wing strut...this allows everything to flex!

.009" wire loop in end of balsa strut slips freely on landing gear wire

Editor's comments:

Jim's neat flexible LG arrangement not only works great, but it's very close to scale as well...see the arrangement on the FSI Fairchild plan included in this issue for comparison. The only practical deviation from the real thing is his use of the loose .009" wire loop attachment, where the LG wire and the strut meet at the wheelpan. Note that this system can be adapted to any number of similarly braced aircraft....

W-1
W-2

F-1 F-2 F-3 F-4 F-5 F-6 F-7 F-8 F-9

Wingspan..... 36' 4"
Length..... 24' 3"
Height..... 8'

4

FAIRCHILD AIRCRAFT CORPORATION
Hagerstown, Maryland

The new FAIRCHILD '24'
a Four Passenger Cabin Plane

FOO FIGHTERS FLYING ACES CLUB

This is the 7th year of the Foo Fighters building program at Frost Jr. High School!

As we have done in past years, we've tinkered with our program and made a number of improvements. We have decided to make the students more aware of our goals by handing out our "Expectations". And once again, we have changed our Build List. Here is our building line-up for the 2019-2020 School Year:

First Year Class

1. Mountain Lion
2. Foo-Flyer
3. 85% Yard Ranger
4. Z-15
5. F-4 Phantom Jet
6. 1st Home Build – The Minnow
7. Phantom Flash
8. Cessna Centurion No-Cal
9. 2nd Home Build – Falcon Junior
10. WWII No-Cal
11. Unicopter

Second Year Class

1. Mountain Lion
2. New York Minute
3. 1st Home Build – F-4 Phantom Jet
4. Pussycat
5. 2nd Home Build – TBD No-Cal
6. Tutor Embryo
7. Dime Scale/Simplified Scale

Although it is quite long for the 1st year students, sometimes we get kids who burn right through everything and we don't want to run out of airplanes to challenge them with.

A welcome change is that we will have a high-school Mentor helping us this year. Kemper Brown is one of our star Foo-Fighters from last year and as a freshman now at the adjacent WT Woodson High School, will be helping John, Brian, and me guide our 7th and 8th grade club members.

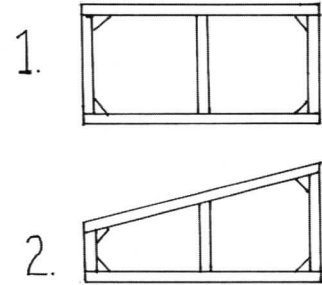
We had a total of 20 students show up for the first session. Based on past years we know that the attrition rate will be pretty high and by Christmas break we will have lost more than half of these. Knowing this, we try to make our efforts more effective, so even those who don't stay with us gain knowledge from their participation.

We also had 5 of our last year students return for another go

at this. This will be a tougher year for them as they will be challenged with more complicated builds and be expected to "set the example" for the 1st year students.

So, we are off and running! Everyone warms up with a simple, well-jigged kit build, the well-known Mountain Lion from Laser Cut Planes (www.lasercutplanes.com). Following that, John's brain-child was to have a session focused on making and gluing joints. This is a key skill in all of our builds and often an area of poor performance; so, we decided to isolate it, focus on it, and very specifically develop and improve it as a skill set of our students. We focused on a review of construction basics and how to make a proper gusset (see attachments.) John had come up with this exercise as a way of

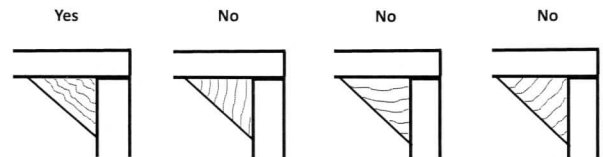
getting the students off to a better start. Each student had to build a simple flat-plate wing as a practice exercise, first the barn-door wing without gussets (which we examined and corrected for approval) and once approved they added



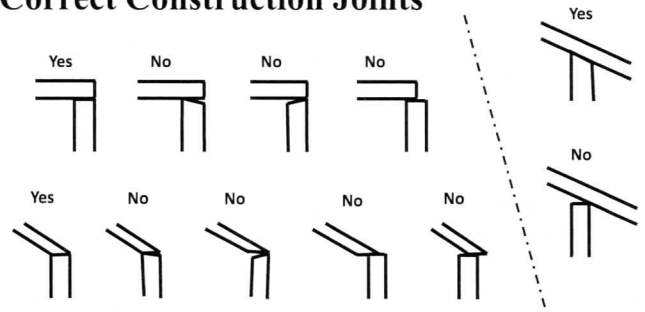
gussets. Once the gussets were approved, they then moved on to the tapered wing. Again, first without gussets and then once their base structure was approved, they added the gussets.

After building practice wing panels and cutting gussets with the correct grain direction, we started the 1st year students on their first hand-cut build to plans: the Foo-Flyer; meanwhile, the 2nd year students started on their New York Minute...

Correct Gusset Joints



Correct Construction Joints



NOTES ON THE PIPIT

Culled from an e-mail conversation with Scott Richlen...

I had a disappointment in flying. I built a small, cute plane called the Pipit. I had found the plans and thought it would be just the right size for gym flying and something the first year kids could build late in the year. Unfortunately, it did not fly well and I compounded the problem by using weak balsa for the motor stick. Cute plane, but it's successful flights could be described as that of a drunken moth. First flights it would auger in and break the nose off. After breaking the nose 5 times and knocking off the wing twice, I had finally trimmed it (left thrust, shimmed the elevator and added tip wash-out) to the point where it would wander the gym sky first turning one way, and then the other. I just couldn't get it to fly stably. I'm sure most of you guys could get it trimmed much better than I did, but the problem is: what does the 7th grader do with something like this? I gave it to Brian to give to someone who wanted a static model...

EDITORIAL INTERJECTION: Upon reading Scott's notes, and taking a look at the Pipit plan (reduced, see below right), I had the feeling that the Pipit might be one of those models that suffers from *Spiral Instability* (not to be confused with vertigo). Stew apparently agreed, hence the modifications leading to the FWROG presented in this issue, and the reprinting of the following article, again authored by **Jim DeTar**. The more aesthetically refined among us will immediately recognize that the original Pipit is far and away the more interesting project. Oh wait, you want it to fly?!?.....

SPIRAL (IN)STABILITY

By Jim DeTar

An article published in the May 2008 issue of Tailspin, Mike Nassise, Editor

Flying Aces Club (FAC) free flight contests usually feature a large number of events, reflecting the many and varied types of aircraft and eras represented by the scale modeling enthusiasts' efforts. For whatever reason, I found that at an upcoming 2-day FAC meet I would be too busy on the first day, but somewhat slack on the second. Looking over the list of events that were to be flown on that last day of the meet, I noticed that Modern Military, an event for post 1945 military aircraft, was included. Great, let's build a plane for that event, helping to balance things out.

My choice was the Grumman Guardian, an early 1950's Navy antisubmarine aircraft. With its mid-wing configuration, generous nose moment and ample wing area and tail surfaces, it looked like a good candidate for rubber power. Add to this Bob Sweitzer's P-Nut plan that had been published in the FAC News, and I had a natural starting point.

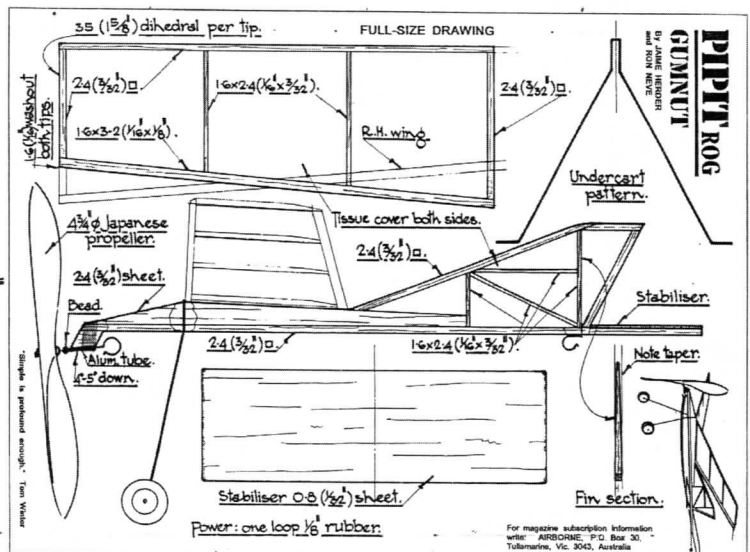
The plan was enlarged to 21" wingspan, and the fuselage construction was re-engineered to a box and former configuration. The original plan had separate, glue 'em to the fuse sides wing panels which I felt should be changed to a stronger, one piece, straight through the fuse wing. Past

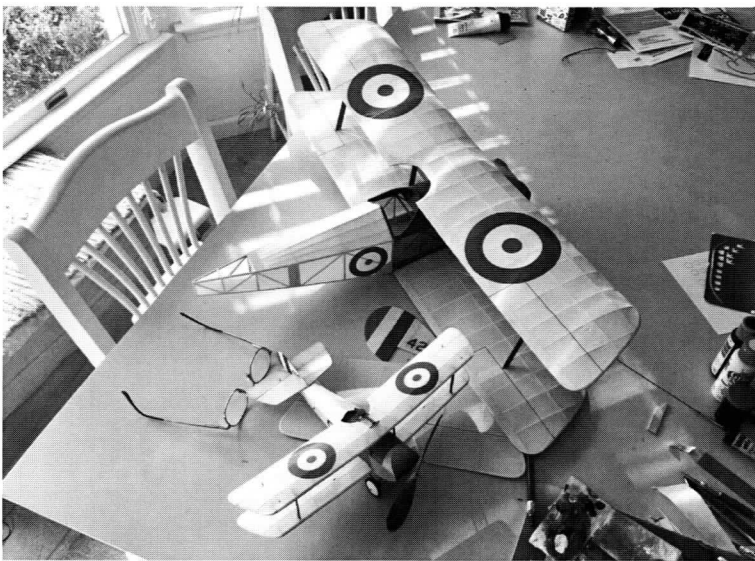
experience with other models had taught me that separate wing panels, glued to the sides of the model were weak and subject to damage in anything but a perfect landing.

Fortunately, before I went too far, I realized that putting the wing through the fuselage would leave no place for the rubber motor. Duhh!! The two separate wing panels turned out to be a blessing in disguise. More on this latter. Also, the big vertical tail and two sub-fins on the stab looked great to me to begin with.

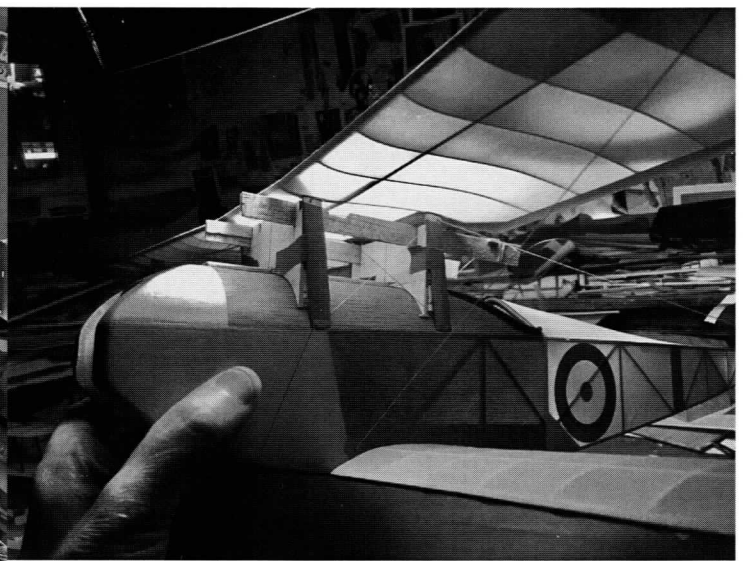
The model was constructed and test flights ensued. The Guardian flew nicely in a climbing left circling pattern under power but, when the power ran down, the plane slowed, dropped the right wing tip, and went into a downward spiral to the ground. It was climbing left, but then almost stopped when attempting to transition into a right hand glide. The resulting stall, wing dip, and persistent downward spiral quickly ended the flight. Okay, let's add some left rudder. This got a left-left pattern, but the airplane would still go into a downward spiral.

I went home thinking "spiral instability". I had what appeared to be sufficient dihedral in the wings, but hadn't I heard or read somewhere about a relationship between dihedral and vertical tail size? Research revealed that yes, that big vertical fin could be the culprit. It turns out, as no doubt many experienced flyers already know, that a too large vertical tail can result in spiral instability problems, as much as a too small vertical tail can result in tail wagging "Dutch Roll". That big vertical tail and sub-fins apparently overwhelm the ability of the dihedral to keep the wings level. Unlike the horizontal stabilizer, in the case of the vertical fin, bigger is not necessarily better. So, adjustments were made. A new, reduced size fin and sub-fins were built. An increase in dihedral could also help the problem, but build a new wing!!? Aha, those separate wing panels. By carefully loosening the glue joint attaching the panels to the fuse sides, I was able to slip a 1/32" shim between the fuse sides and the bottom on each wing panel root. Result: a few more degrees of dihedral. I know, this breaks the cardinal rule of making just one trim adjustment at a time, but it worked. The model now flies in a left-left pattern, with consistent times in the minute and a half range. Gee, it's great when things work out!!.





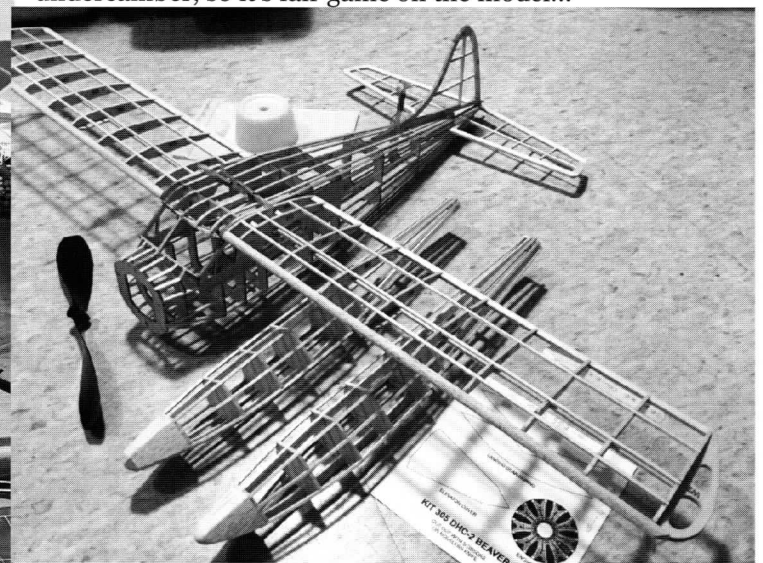
Big friend, little friend...Tom Hallman liked his Martinsyde S.1 peanut so much, he decided he had to have a big one too!



Close up of the wing mounting jig Tom used for the set up of the S.1's top wing. Note also the airfoil...the real thing had undercamber, so it's fair game on the model...



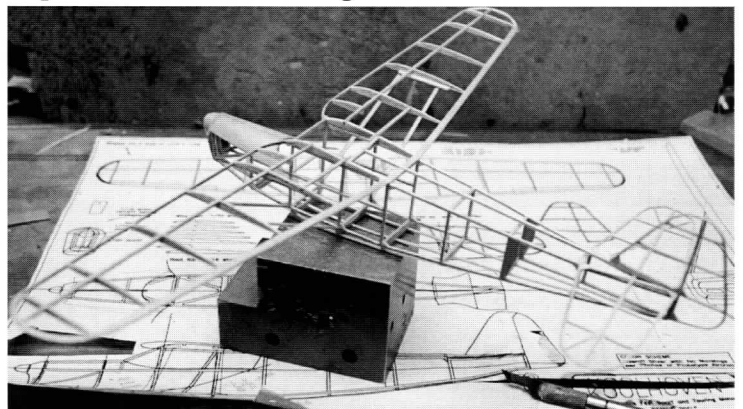
Clive Gamble is working on a pretty Leopard Moth. Compare to the Koolhoven FK 54, below right....



All that structure---it's gotta be a GUILLOW'S!! Octavian Aldea is working up the Guillow's Dehavilland Beaver, and reports that the kit wood is good....hmmm...



KODACHROME BY HANS GROENHOFF



(above) Tom Nallen 2's own-design peanut Koolhoven FK 54, bones stage. Ought be a go-er! He's promised a plan...

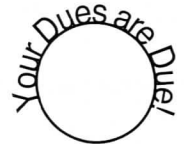
(left) Following our remembrance of Nancy Gregory, Tom Woodburn sent in this photo from a 1945 Luscombe advertisement. Wow! Tom reports that Nancy and Rolfe appeared frequently in the ads of the day--their small stature made the airplanes seem bigger!

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230 Walnut St. NW
Washington, DC 20012

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RENEW ON LINE!

Go to www.dcmaxecuter.org and click on **MaxFax** at the top of the page.

Cover images:

FRONT: Go ahead, resist. I dare you. A Fairchild 24 takes off over Chrissy Field in 1972.

RIGHT: Claude Powell had a great idea--send in a recounting of a special memory you might have of your days as a Maxecuter. Claude kicks it off with the following: "My special memory was at the March 1986 PAX river contest. I had been able to get **Ada Barrett** to hand out the awards. Ada was an early lady pilot. She told me she had gotten a flying lesson from Eddie Rickenbacker so that lets you know she was up in age. **Bruce Price** received a hug when he got his award and when **Paul Spreiregen** got his, he unexpectedly bent over the table and kissed her dead on the lips. She turned around to me with her eyes wide open and said 'Are we going to do this next year?!?' You had to be there."

Ada Mitchell Barrett first got her pilot's license in 1931, was a member of the **Ninety-Nines** International Organization of Women Pilots beginning in 1949, and was a major force in founding and administering the Maryland and Southern Maryland chapters of that organization. With over 3,000 flight hours on her pilot's log, she was once quoted as saying "You name it, I've checked out in it!"



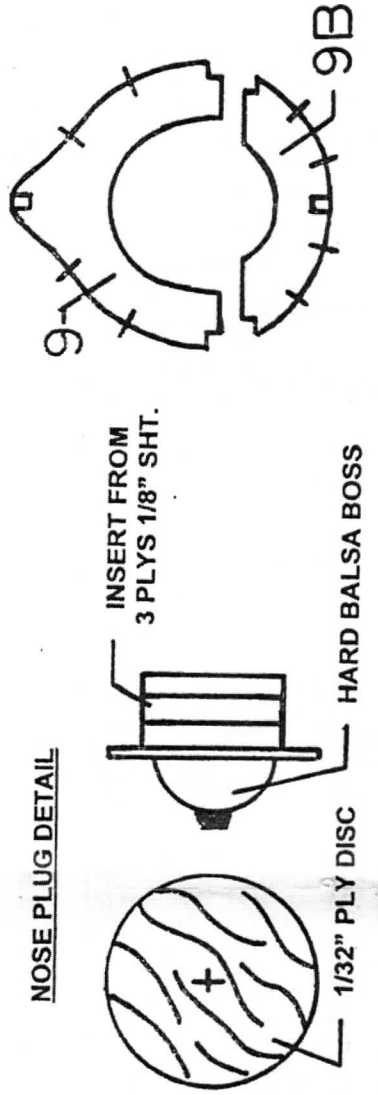
A BAY STATE SQUADRON PLAN

NOSE PLUG DETAIL

SHEET #1 OF 2

COLOR SCHEME
 UPPER SURFACES OLIVE DRAB. LOWER SURFACES NEUTRAL GREY. NOSE RING BLACK WITH BRIGHT YELLOW COWL AND OD COWL FLAPS. ENTIRE TAIL UNIT BRIGHT YELLOW WITH BLACK STRIPE ON FIN, BLACK A/C SERIAL AND BLACK "EASY'S ANGELS" ART WORK. A/C CODE LETTERS WHITE.

MODEL REPRESENTS A P-47D-23 OF THE 23rd FS, 36th FG, 9th AF RAF KINGSNORTH 1944.

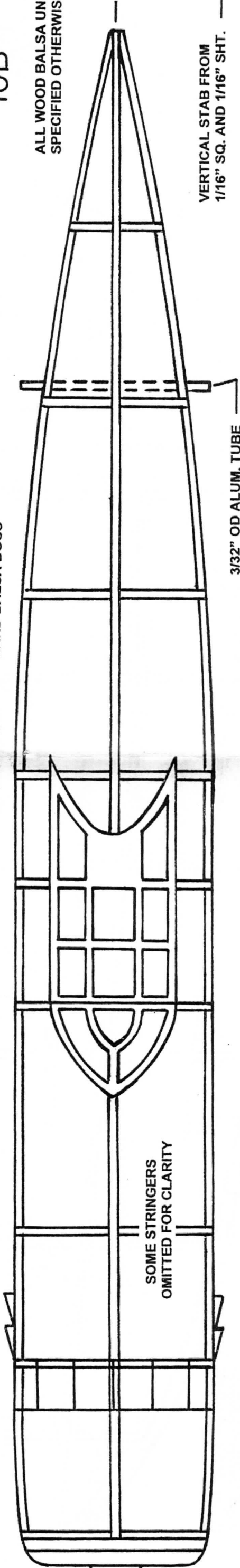


INSERT FROM 3 PLYS 1/8" SHT.

HARD BALSA BOSS

1/32" PLY DISC

ALL WOOD BALSAM UNLESS SPECIFIED OTHERWISE



NOTE
 A/C CODE ON RIGHT SIDE OF FUSE P+7U

ALL LONGERONS, STRINGERS, UPRIGHTS & CROSSPIECES FROM 1/16" SQ.

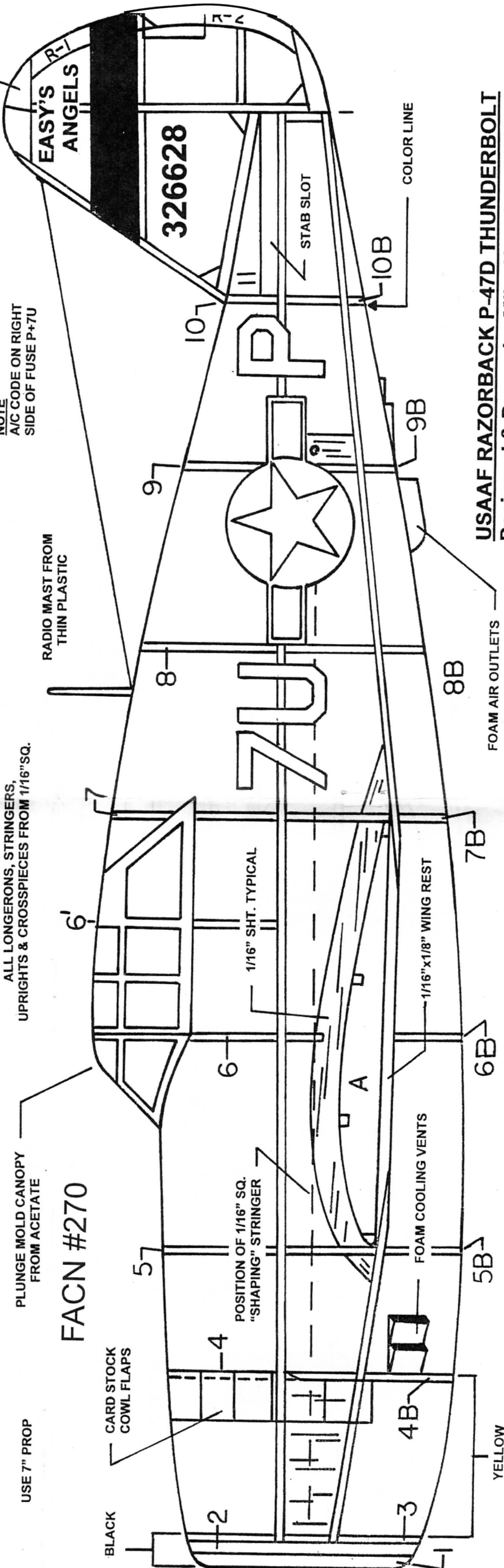
PLUNGE MOLD CANOPY FROM ACETATE

USE 7" PROP

FACN #270

RADIO MAST FROM THIN PLASTIC

VERTICAL STAB FROM 1/16" SQ. AND 1/16" SHT.



BLACK CARD STOCK COWL FLAPS

POSITION OF 1/16" SQ. "SHAPING" STRINGER

FOAM COOLING VENTS

1/16"x1/8" WING REST

YELLOW

FOAM AIR OUTLETS

USAAF RAZORBACK P-47D THUNDERBOLT

Designed & Drawn by Mike Nassise, 12/12

ALL RIGHTS RESERVED © 2012 M. NASSISE

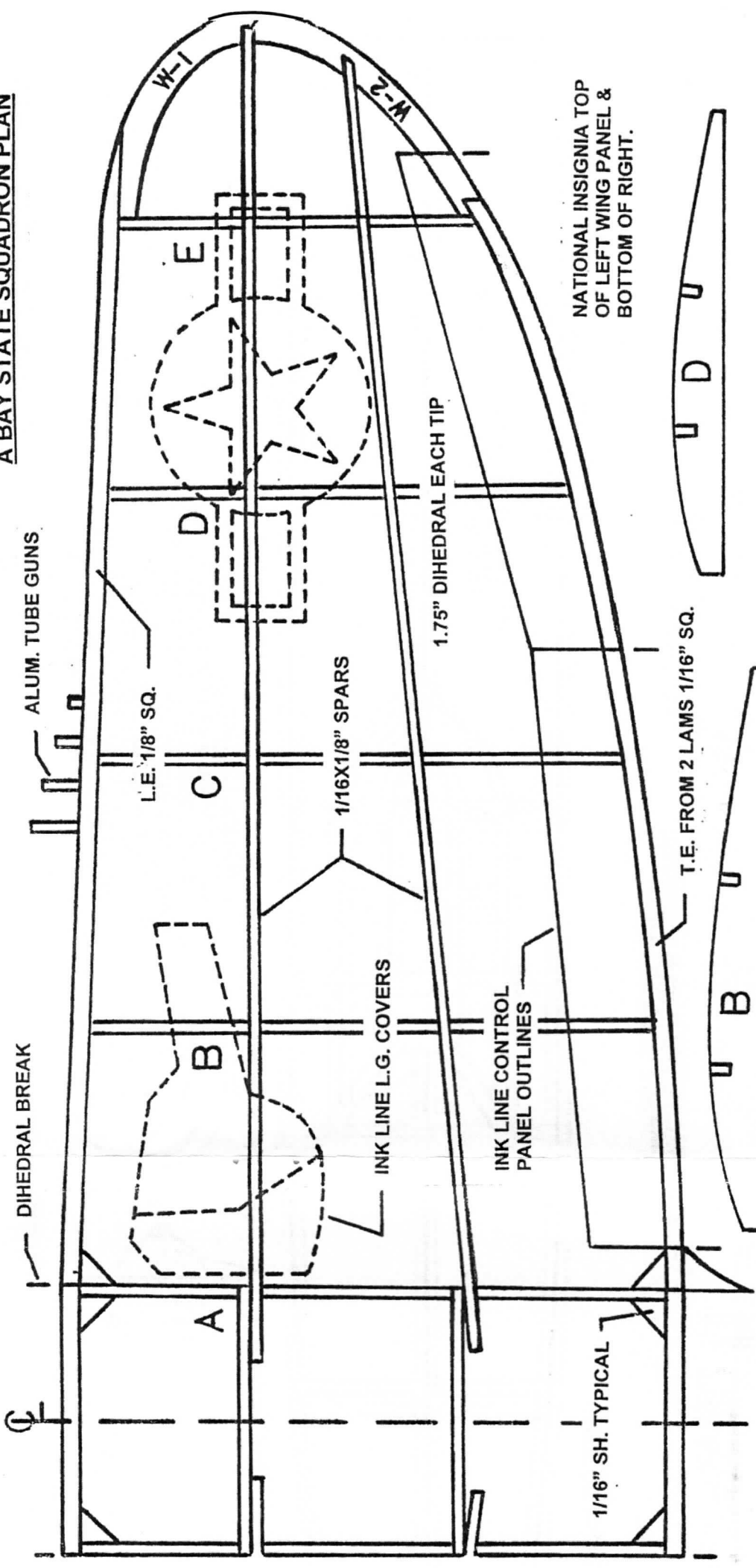
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Wingspan 20"

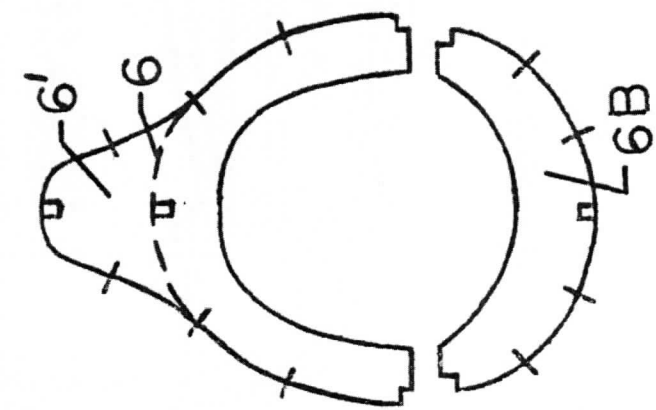
Length 16 3/4"

NO NOTCHES FORMERS #1 & #2.

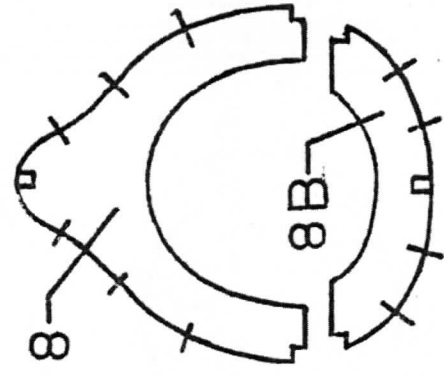
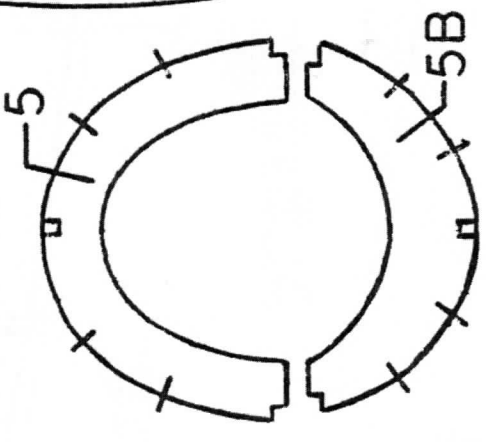
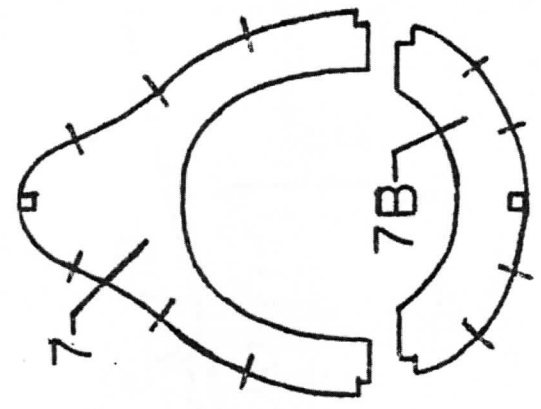
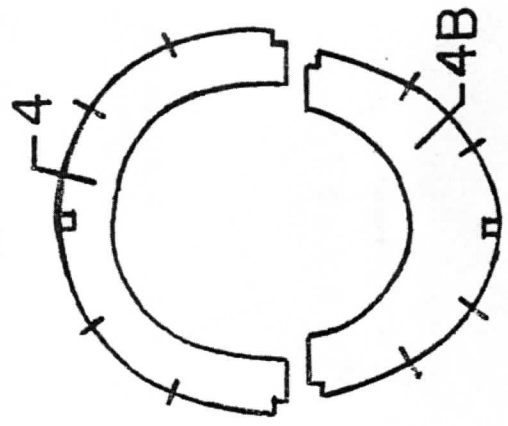
SHEET #2 OF 2



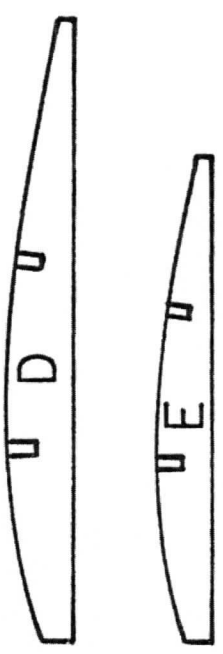
WING FILLET PATTERN - MAKE TWO FROM TRACING PAPER AND JAPANESE TISSUE.



FORMERS #1 AND #2 FROM 1/8" SHEET. ALL OTHERS FROM 1/16" SHEET.

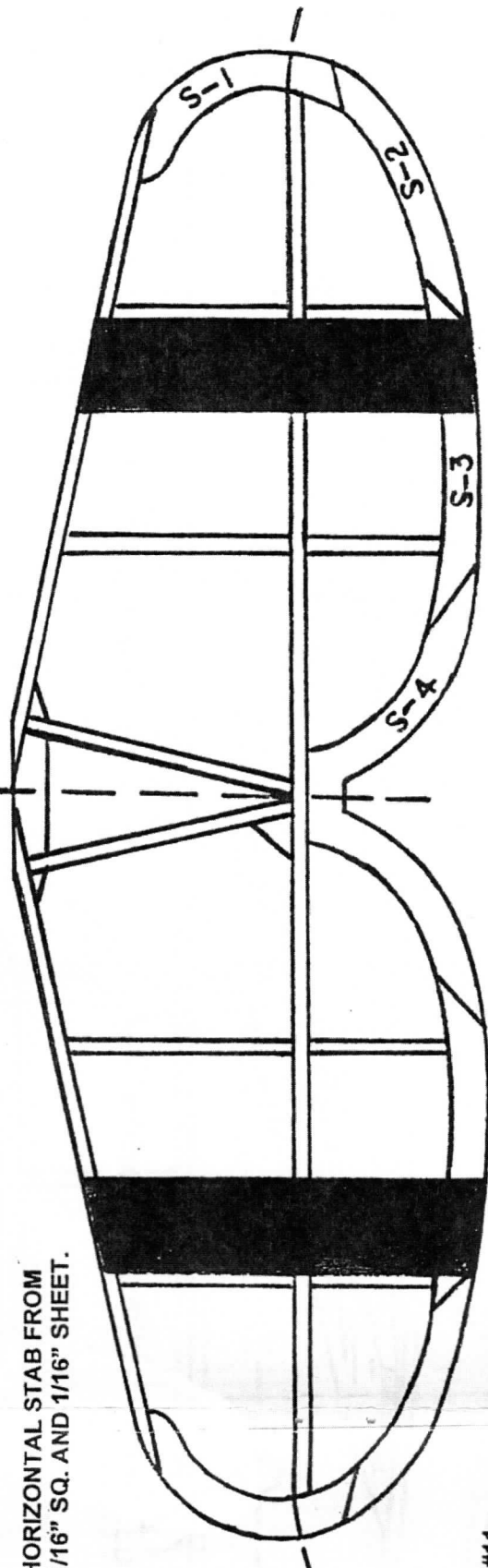


FUSELAGE PART #11 FROM 1/16" SHEET

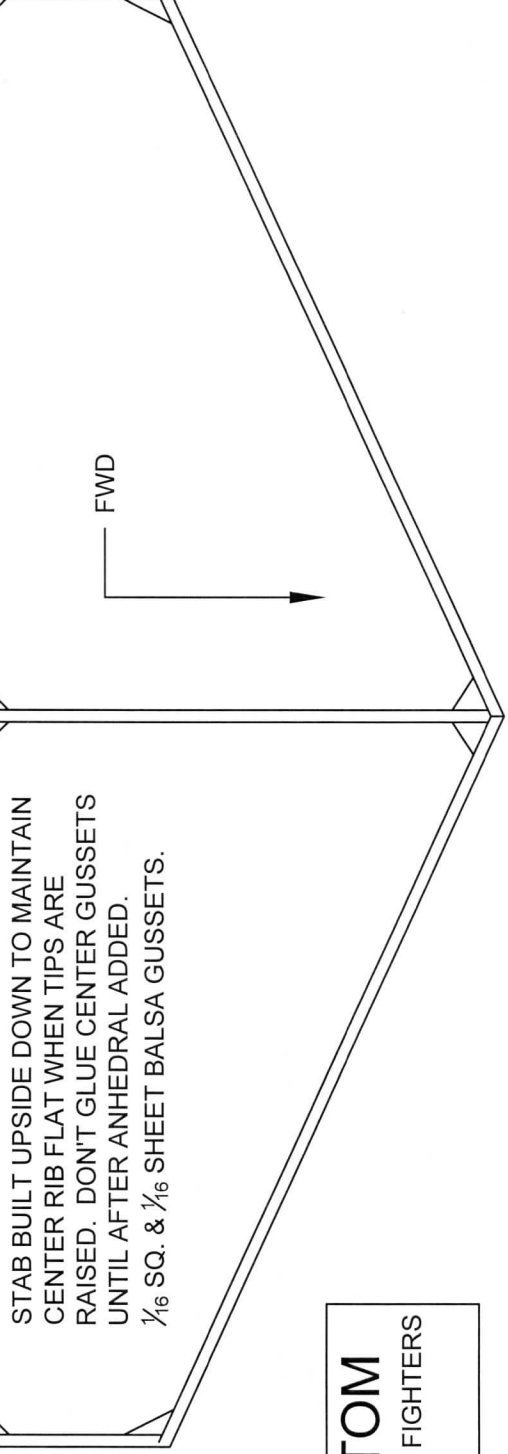
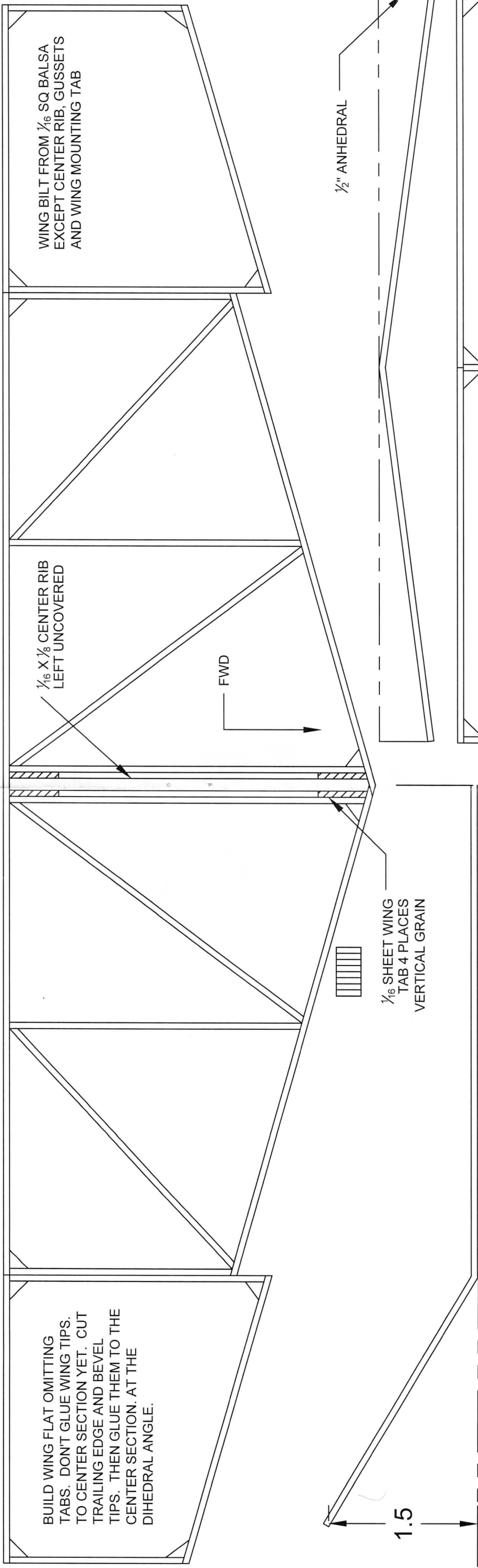


ALL RIBS FROM 1/16" SHEET

HORIZONTAL STAB FROM 1/16" SQ. AND 1/16" SHEET.



FACN #270

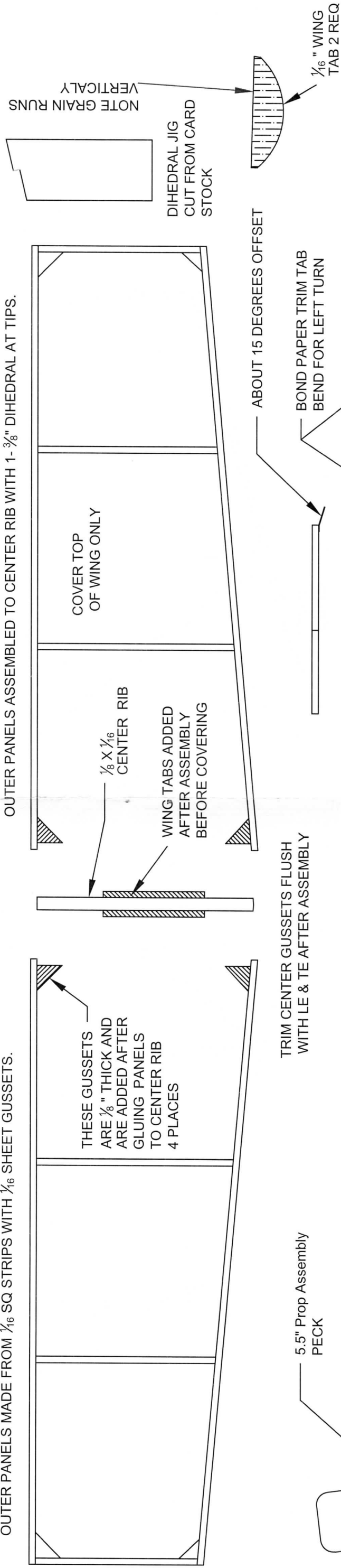


BLUE ANGEL F4 PHANTOM
 DESIGNED BY SCOTT RICHTEN FOR THE FOO FIGHTERS
 REDRAWN BY STEW MEYERS 12-2019

FUSELAGE BUILT WITH LEFT SIDE DOWN SO IT IS FLUSH FOR COVERING

OUTER PANELS MADE FROM 1/16 SQ STRIPS WITH 1/16 SHEET GUSSETS.

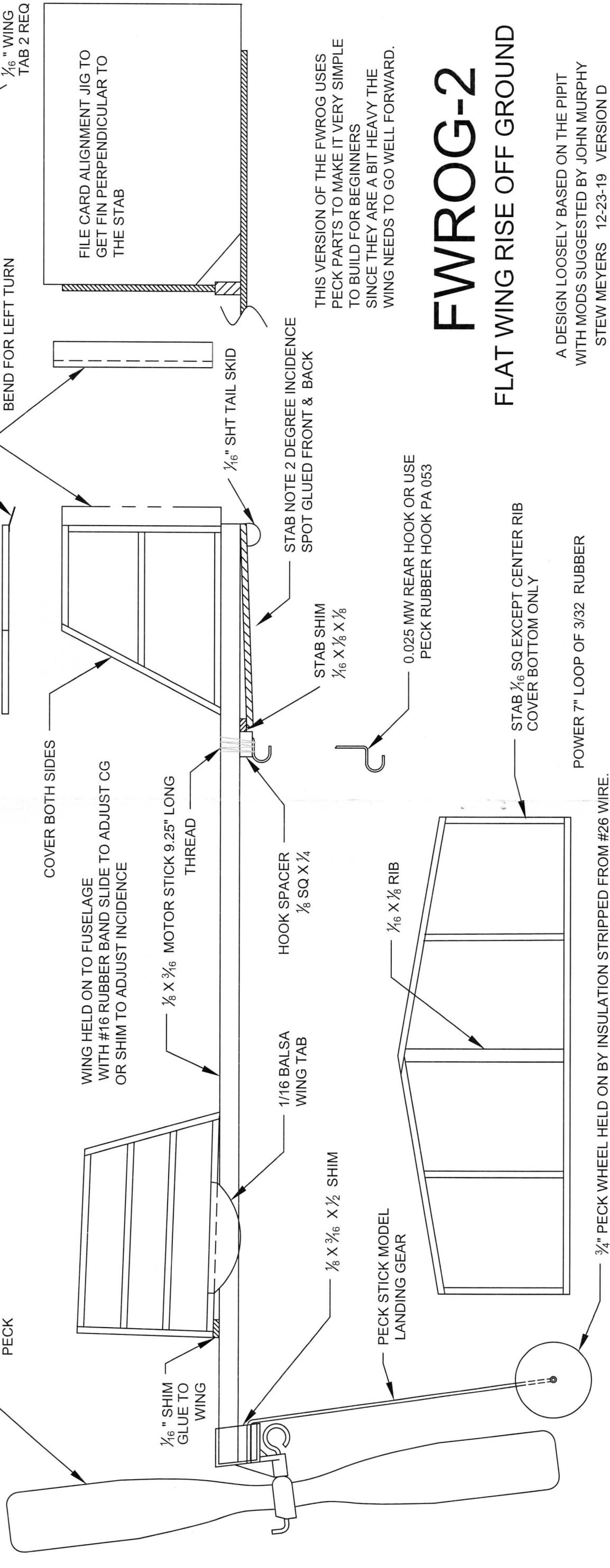
OUTER PANELS ASSEMBLED TO CENTER RIB WITH 1-3/8" DIHEDRAL AT TIPS.



TRIM CENTER GUSSETS FLUSH WITH LE & TE AFTER ASSEMBLY

COVER BOTH SIDES
WING HELD ON TO FUSELAGE WITH #16 RUBBER BAND SLIDE TO ADJUST CG OR SHIM TO ADJUST INCIDENCE

ABOUT 15 DEGREES OFFSET
BOND PAPER TRIM TAB BEND FOR LEFT TURN
FILE CARD ALIGNMENT JIG TO GET FIN PERPENDICULAR TO THE STAB



THIS VERSION OF THE FWROG USES PECK PARTS TO MAKE IT VERY SIMPLE TO BUILD FOR BEGINNERS SINCE THEY ARE A BIT HEAVY THE WING NEEDS TO GO WELL FORWARD.

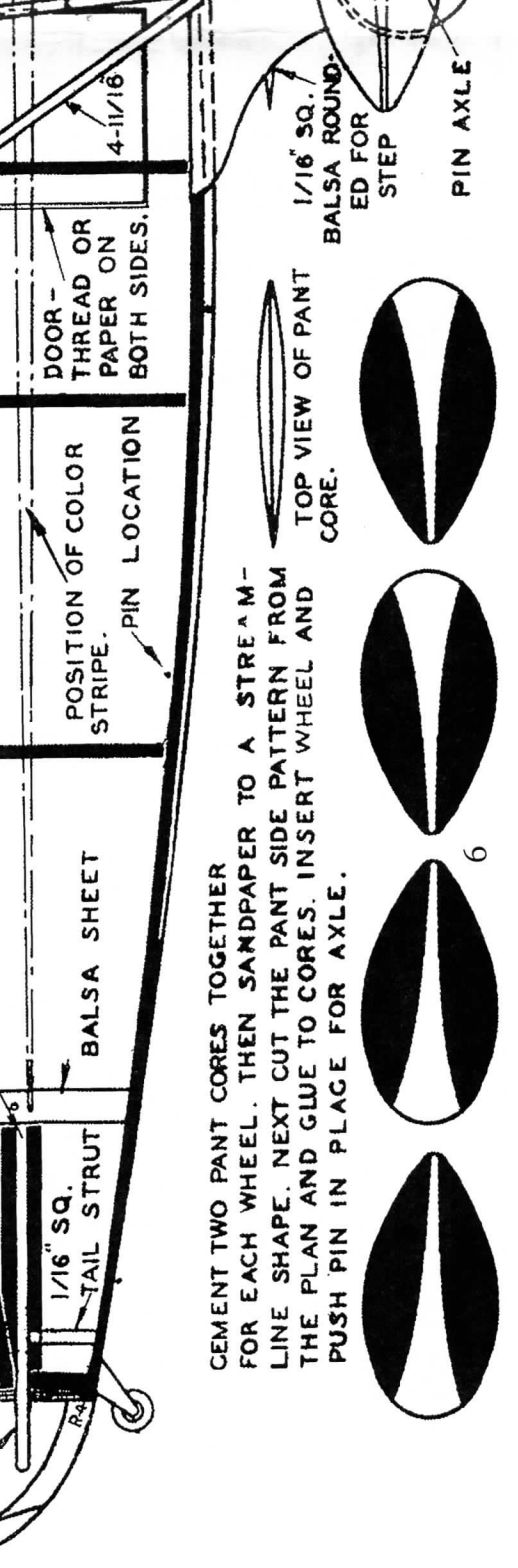
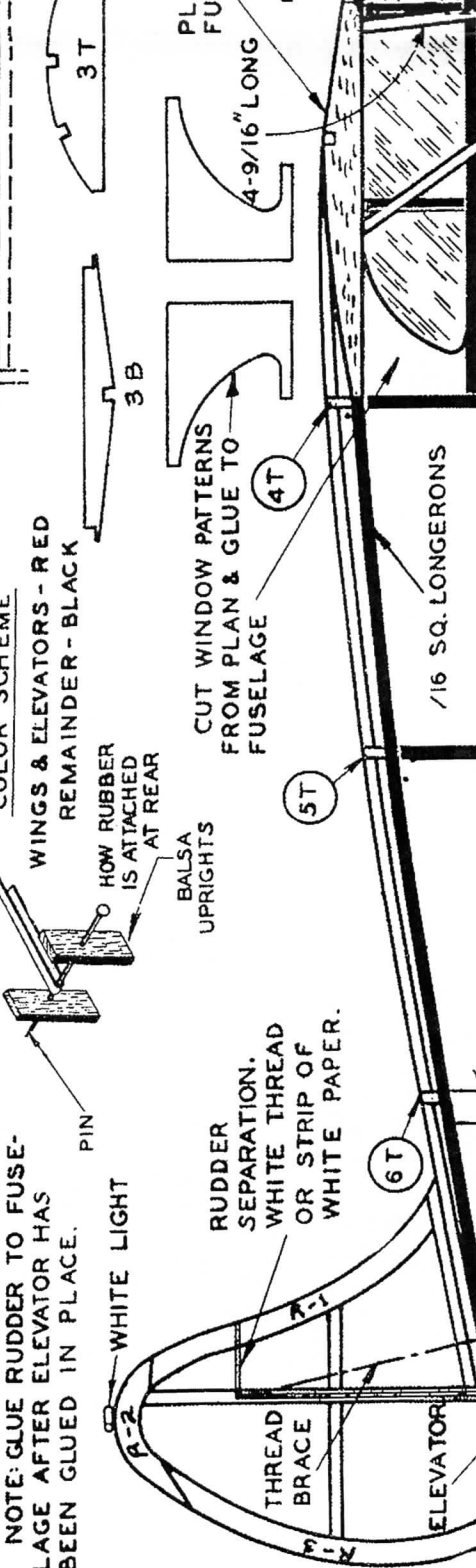
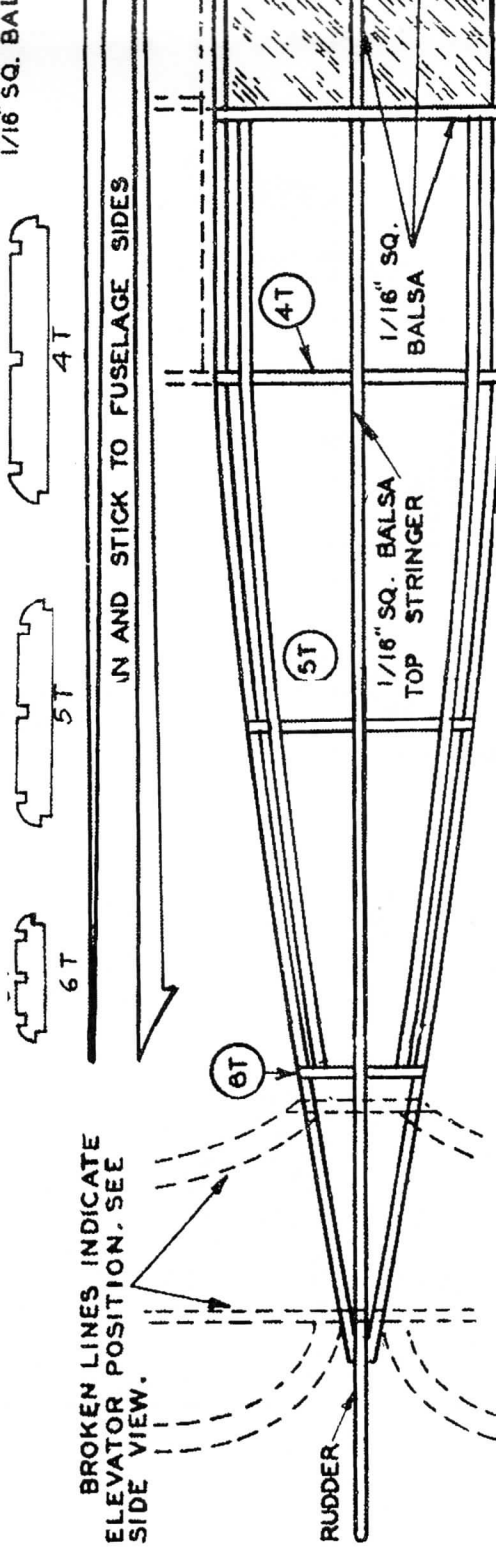
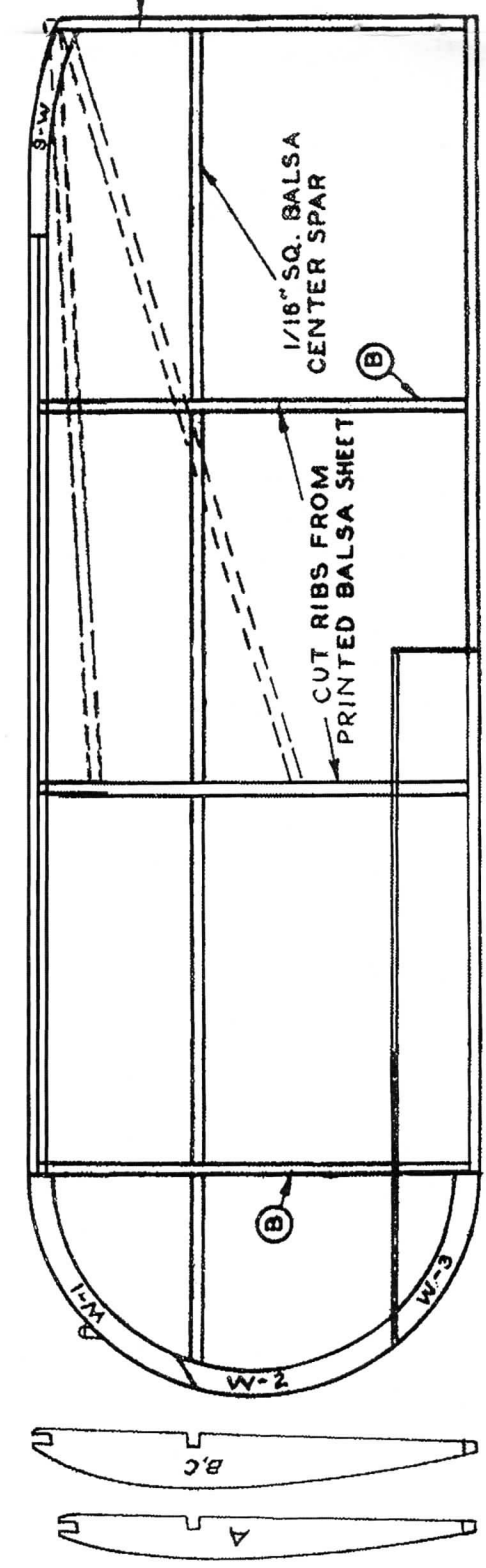
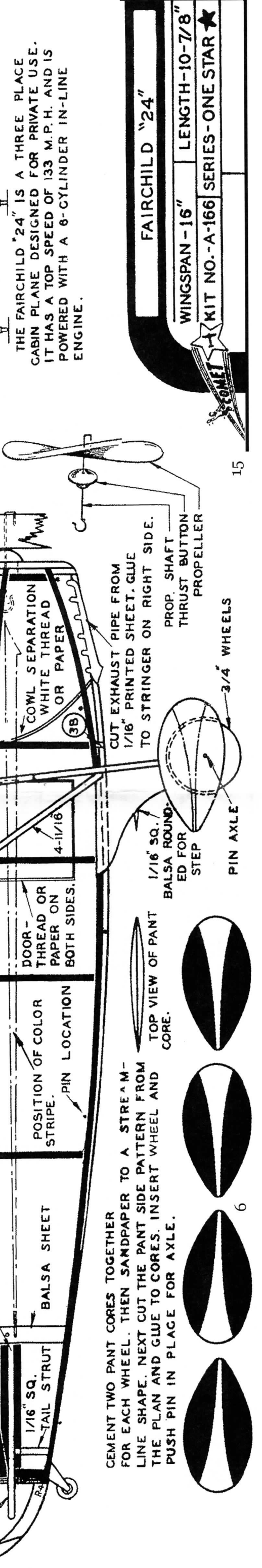
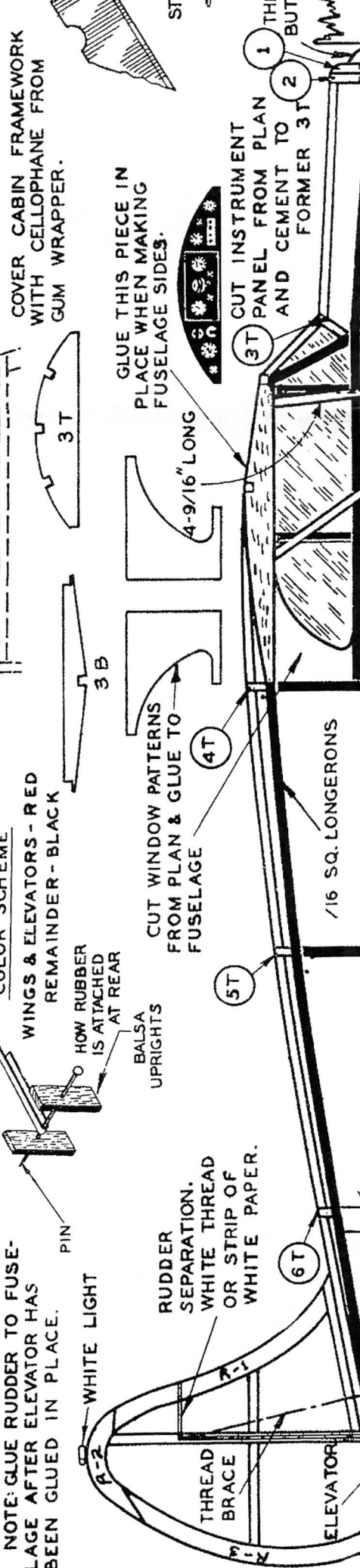
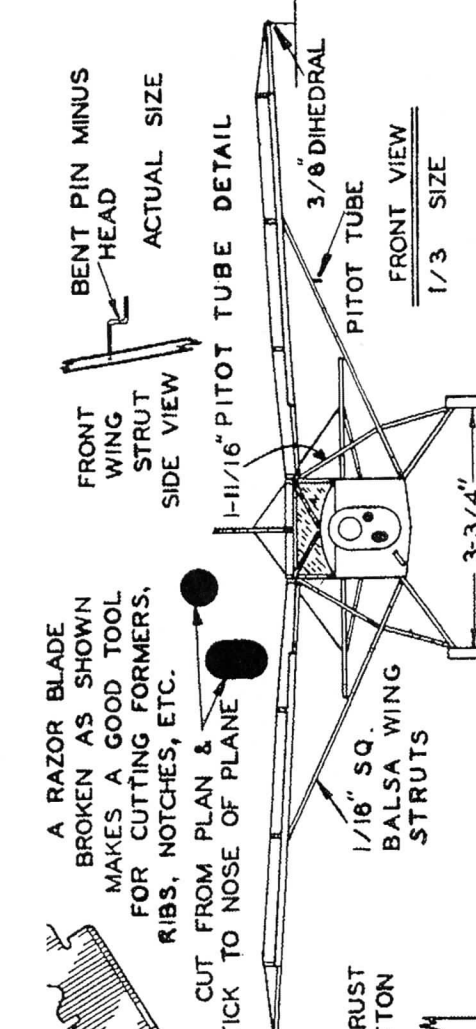
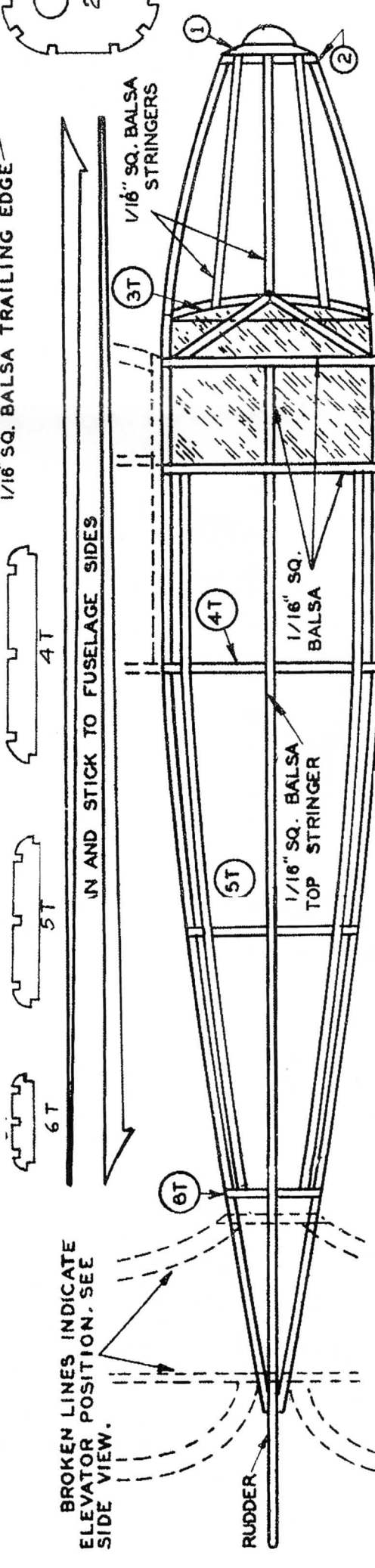
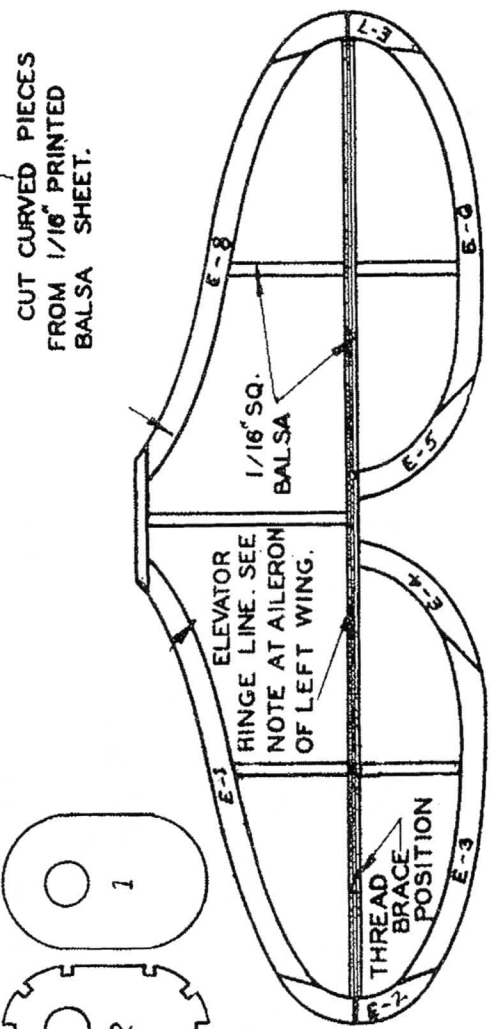
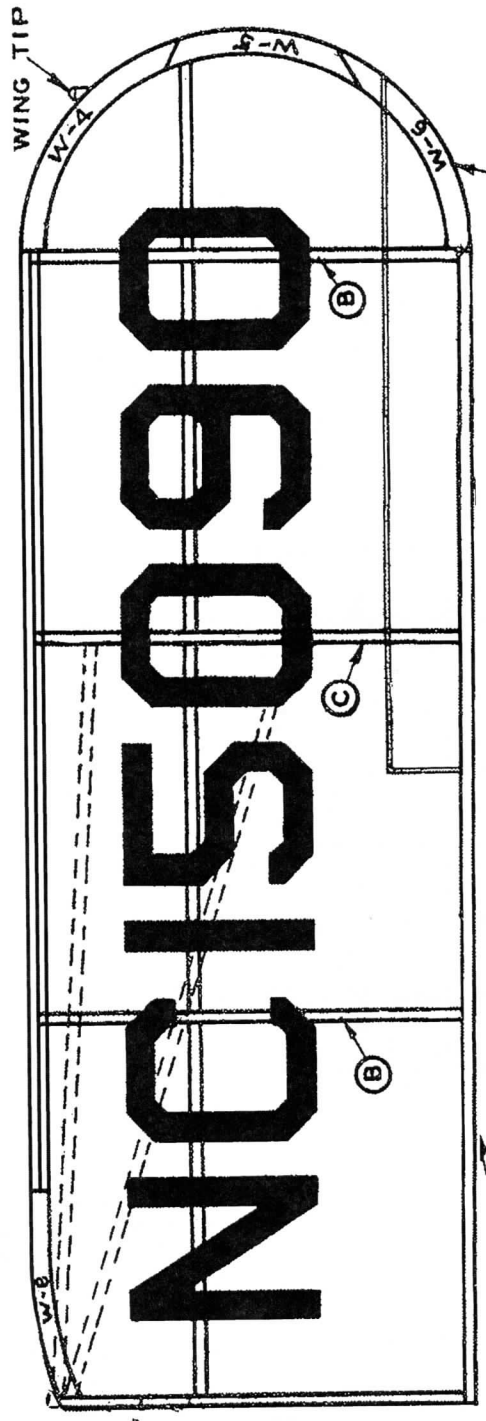
FWROG-2

FLAT WING RISE OFF GROUND

A DESIGN LOOSELY BASED ON THE PIPIT WITH MODS SUGGESTED BY JOHN MURPHY STEW MEYERS 12-23-19 VERSION D

POWER 7" LOOP OF 3/32 RUBBER

3/4" PECK WHEEL HELD ON BY INSULATION STRIPPED FROM #26 WIRE.



WING TIP

CUT CURVED PIECES FROM 1/16" PRINTED Balsa SHEET.

A RAZOR BLADE BROKEN AS SHOWN MAKES A GOOD TOOL FOR CUTTING FORMERS, RIBS, NOTCHES, ETC.

THE FAIRCHILD "24" IS A THREE PLACE CABIN PLANE DESIGNED FOR PRIVATE USE. IT HAS A TOP SPEED OF 133 M.P.H. AND IS POWERED WITH A 6-CYLINDER IN-LINE ENGINE.

1/16" SQ. Balsa TRAILING EDGE

COVER CABIN FRAMEWORK WITH CELLOPHANE FROM GUM WRAPPER.

GLUE THIS PIECE IN PLACE WHEN MAKING FUSELAGE SIDES.

CEMENT TWO PANT CORES TOGETHER FOR EACH WHEEL. THEN SANDPAPER TO A STREAM-LINE SHAPE. NEXT CUT THE PANT SIDE PATTERN FROM THE PLAN AND GLUE TO CORES. INSERT WHEEL AND PUSH PIN IN PLACE FOR AXLE.

1/16" SQ. Balsa CENTER SPAR

GLUE THIS PIECE IN PLACE AFTER ELEVATOR HAS BEEN GLUED IN PLACE.

GLUE THIS PIECE IN PLACE WHEN MAKING FUSELAGE SIDES.

CEMENT TWO PANT CORES TOGETHER FOR EACH WHEEL. THEN SANDPAPER TO A STREAM-LINE SHAPE. NEXT CUT THE PANT SIDE PATTERN FROM THE PLAN AND GLUE TO CORES. INSERT WHEEL AND PUSH PIN IN PLACE FOR AXLE.

CUT RIBS FROM PRINTED Balsa SHEET

IN AND STICK TO FUSELAGE SIDES

GLUE THIS PIECE IN PLACE WHEN MAKING FUSELAGE SIDES.

CEMENT TWO PANT CORES TOGETHER FOR EACH WHEEL. THEN SANDPAPER TO A STREAM-LINE SHAPE. NEXT CUT THE PANT SIDE PATTERN FROM THE PLAN AND GLUE TO CORES. INSERT WHEEL AND PUSH PIN IN PLACE FOR AXLE.

1/16" SQ. Balsa STRINGERS

COVER CABIN FRAMEWORK WITH CELLOPHANE FROM GUM WRAPPER.

GLUE THIS PIECE IN PLACE WHEN MAKING FUSELAGE SIDES.

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1/16" SQ. Balsa TOP STRINGER

COVER CABIN FRAMEWORK WITH CELLOPHANE FROM GUM WRAPPER.

GLUE THIS PIECE IN PLACE WHEN MAKING FUSELAGE SIDES.

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1/16" SQ. Balsa LONGERONS

COVER CABIN FRAMEWORK WITH CELLOPHANE FROM GUM WRAPPER.

GLUE THIS PIECE IN PLACE WHEN MAKING FUSELAGE SIDES.

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1/16" SQ. Balsa STRUT

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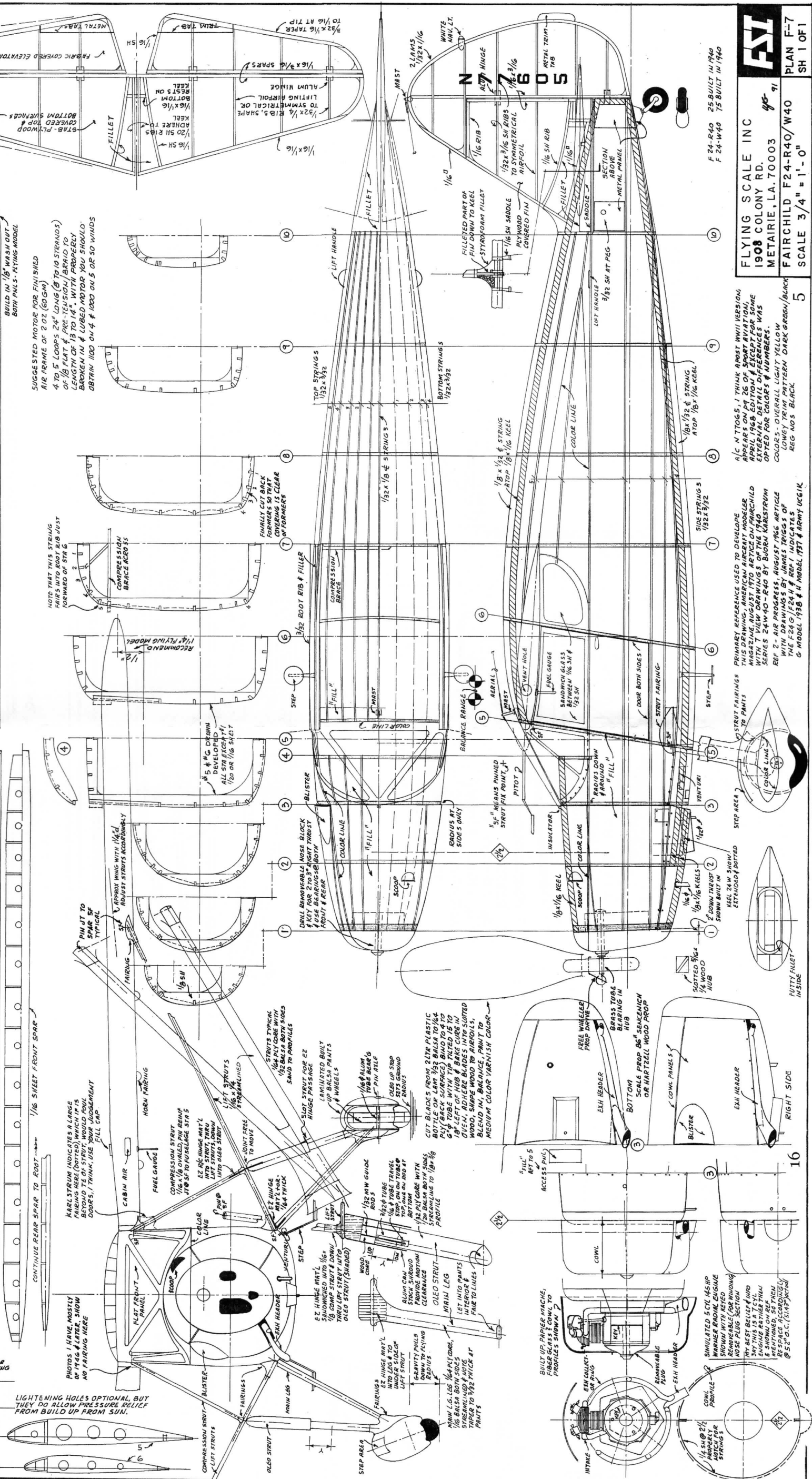
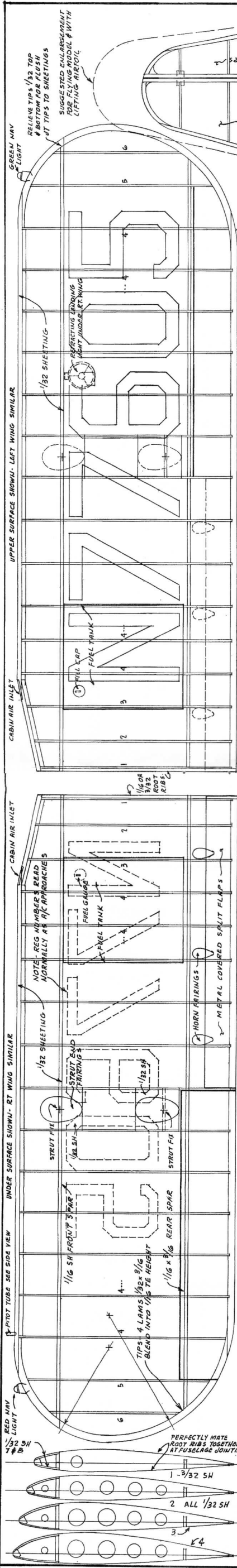
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FAIRCHILD "24"
 WINGSPAN - 16" LENGTH - 10-7/8"
 KIT NO. - A-166 SERIES - ONE STAR



BUILD IN 1/8" WASH OUT BOTH PULS - FLYING MODEL

SUGGESTED MOTOR FOR FINISHED AIR FRAME OF 2 OZ (60GM)

4 TO 5 LOOPS 24" LONG (8 TO 10 STRANDS) OF 1/8" FLAT PRE-TENSION BRAID TO LENGTH OF 13 TO 14", WITH PROPERLY BROKEN IN & LUBED MOTOR YOU SHOULD OBTAIN 1000 ON 4 & 1000 ON 5 OR 50 WINDS

NOTE THAT THIS STRING PAIR'S INTO ROOT RIB JUST FORWARD OF STA 6

FINALLY CUT BACK FORMERS SO THAT COVERING IS CLEAR OF FORMERS

DRILL REMOVABLE NOSE BLOCK HINGE THROST FRONT & REAR

USE BEARING @ BOTH

PHOTOS I HAVE MOSTLY OF 1946 & LATER, WHICH IF IS BEYOND TE OF STRUT, WOULD POOL DOORS, I THINK, USE YOUR JUDGEMENT AT FILL CAP.

KARLSTRUM INDICATES A LARGE FAIRING HERE (DOTTED), WHICH IF IS BEYOND TE OF STRUT, WOULD POOL DOORS, I THINK, USE YOUR JUDGEMENT AT FILL CAP.

LIGHTNING HOLES OPTIONAL, BUT THEY DO ALLOW PRESSURE RELIEF FROM BUILD UP FROM SUN.

FLYING SCALE INC
 1908 COLONY RD.
 METAIRIE, LA. 70003
 FAIRCHILD F24-R40/W40
 SCALE 3/4" = 1'-0"

F 24-R40 25 BUILT IN 1940
 F 24-W40 75 BUILT IN 1940

ALC N TTGGS, I THINK MOST WWII VERSION, APPEARS ON PG 26 OF SPORT AVIATION, APRIL 1968 EDITION. EXCEPT FOR SOME DIFFERENCES IN COLOR & NUMBERS, COULDS OVERALL LIGHT YELLOW, LONEY TRIM PATTERN DARK GREEN/BLACK, REG NOS. BLACK

PRIMARY REFERENCE USED TO DEVELOPE THIS DRAWING, AMERICAN AIRCRAFT MODELER WITH THE VIEW OF CARPENTERS & MODELERS SERIES 24-W-40-R40 BY BURO KARLSTRUM REF 2 - AIR PROGRESS, AUGUST 1966, ARTICLE WITH DRAWINGS BY JAMES TRIGGS OF THE F24G/F24H & REF 1 INDICATES G MODEL 1938 # H MODEL 1937 # ARMY UGKIK

STRUT FAIRINGS TO PAINTS

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