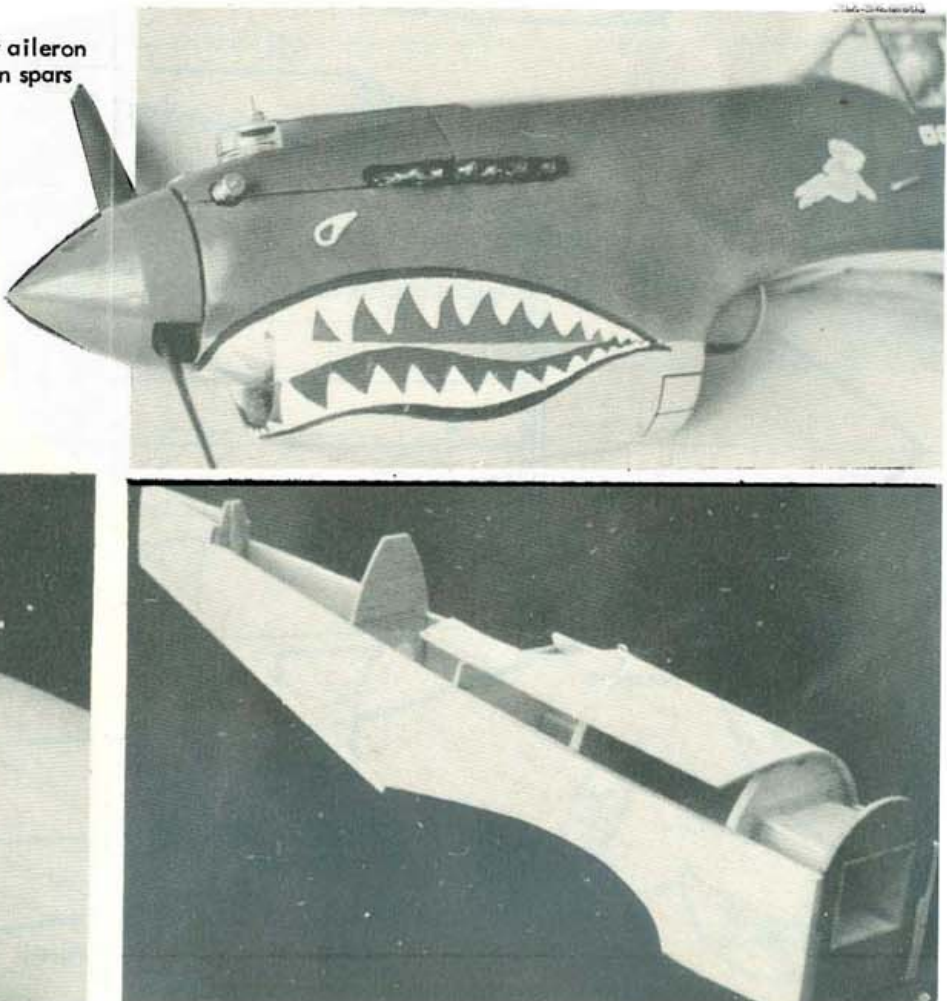


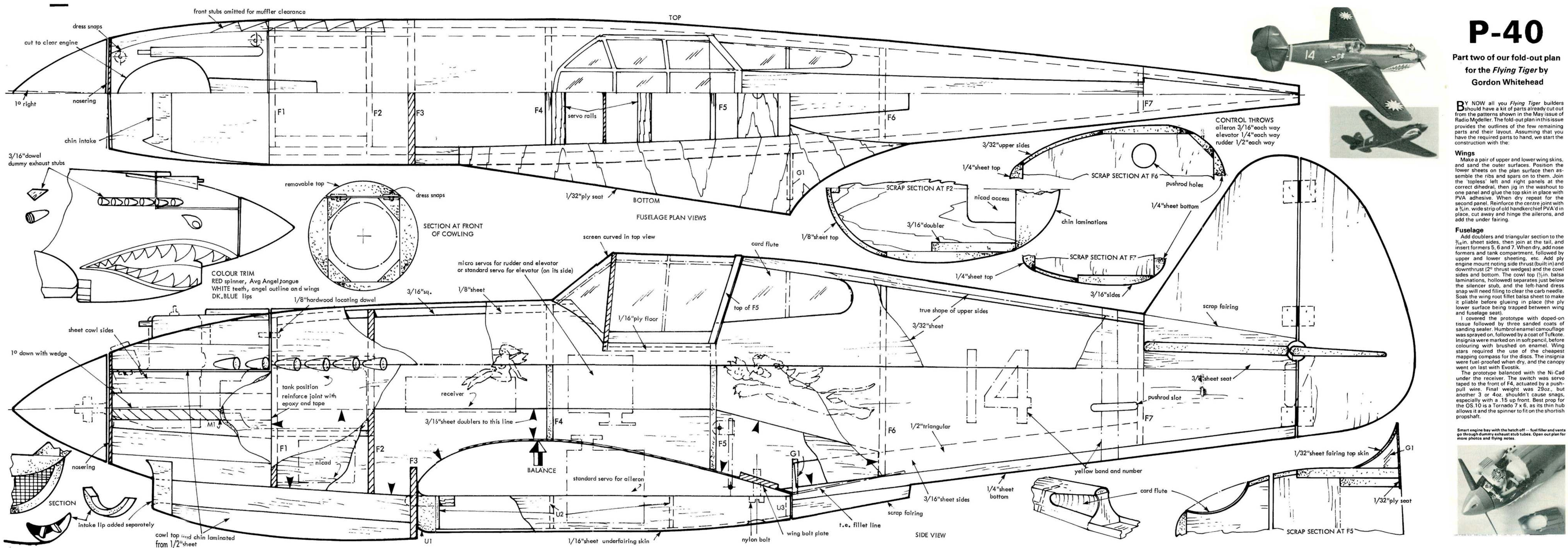
Flying
With full power on, aim to keep the model fairly low and level for a few seconds after launch to allow speed to build up before climbing out. Although she's pretty fast, she won't climb like a Club 20 racer, so don't stick the nose too high — flatish climbs are best. Fly her like a roller-coaster; after the climb out you'll be able to exchange height for

Close up of the paint job on the finished nose. Peter Cooksey's *Subter for Scale* on page 32 gives more schemes for this Curtiss machine.
speed and vice-versa until the tank runs out. Your programme can include dives, beat-ups, reverse cubans, barrel rolls... etc. Just let your imagination do the piloting. A low beat-up brings those pearly teeth into startling prominence as she sweeps by. *Gr.r.r.r.h!* For landings, bring her in low, and gradually apply up elevator, as she slows so that she lands in level attitude.
Fuselages being skinned (far right) and the nearly finished cockpit and root fairings — prototype has scrap 1/2" sheet in place of card flute.



P-40

Part two of our fold-out plan for the *Flying Tiger* by Gordon Whitehead



BY NOW all you *Flying Tiger* builders should have a kit of parts already cut out from the patterns shown in the May issue of *Radio Modeller*. The fold-out plan in this issue provides the outlines of the few remaining parts and their layout. Assuming that you have the required parts to hand, we start the construction with the...

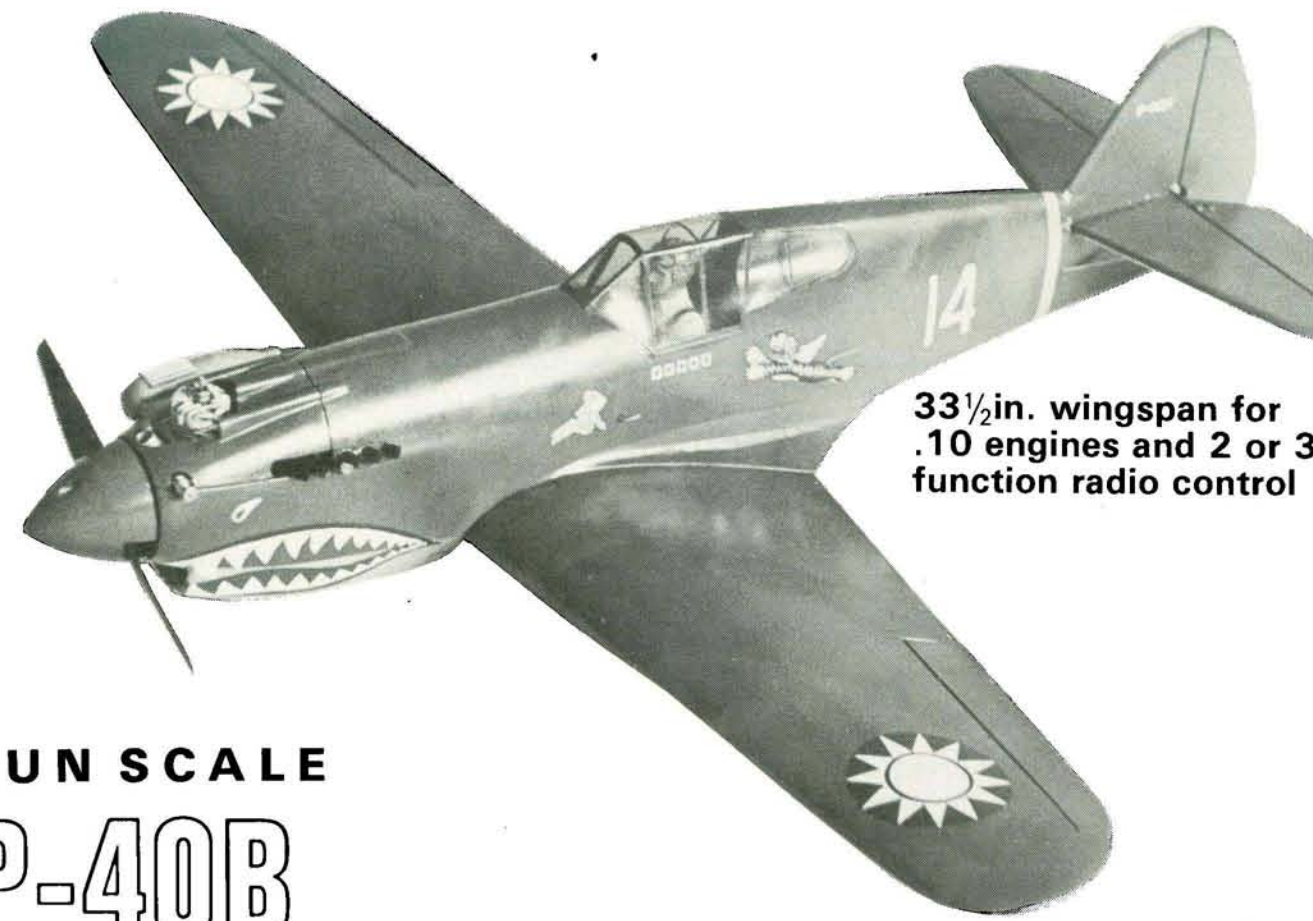
Wings
Make a pair of upper and lower wing skins, and sand the outer surfaces. Position the lower sheets on the plan surface then assemble the ribs and spars on to them. Join the 'topless' left and right panels at the correct dihedral, then jig in the washout to one panel and glue the top skin in place with PVA adhesive. When dry repeat for the second panel. Reinforce the centre joint with a 1/4" wide strip of old handkerchief PVA in place, cut away and hinge the ailerons, and add the under fairing.

Fuselage
Add doublers and triangular section to the 3/16" sheet sides, then join at the tail, and insert formers 5, 6 and 7. When dry, add nose formers and tank compartment, followed by upper and lower sheeting, etc. Add ply engine mount noting side thrust (built in) and downthrust (2" thrust wedges) and the cowling sides and bottom. The cowling top (fin) balsa laminations, hollowed separates just below the silencer stub, and the left-hand dress snap will need filling to clear the carb needle. Soak the wing root filler balsa sheet to make it pliable before gluing in place (the ply lower surface being trapped between wing and fuselage seat).

I covered the prototype with doped-on tissue followed by three sanded coats of sanding sealer. Humbrol enamel camouflage was sprayed on, followed by a coat of Tufkote. Insignia were marked on in soft pencil, before colouring with brushed on enamel. Wing stars required the use of the cheapest mapping compass for the discs. The insignia were fuel-proofed when dry, and the canopy went on last with Evostik.
The prototype balanced with the Ni-Cad under the receiver. The switch was servo taped to the front of F4, actuated by a push-pull wire. Final weight was 29g., but another 3 or 4oz. shouldn't cause snags, especially with a 15 up front. Best prop for the GS 10 is a Tornado 7 x 6, as its thin hub allows it and the spinner to fit on the shortish propshaft.

Smart engine bay with the hatch off — fuel filler and vents go through dummy exhaust stub tubes. Open-out plan for more photos and flying notes.





33½ in. wingspan for .10 engines and 2 or 3 function radio control

FUN SCALE P-40B

Start building Gordon Whitehead's 'Flying Tiger' now!

IF YOU OWN AN OS. 10 FSR, or a reasonable .15, and want some unsophisticated scale fun, then this could be the model you're looking for. Just look at the features: an engaging smile and a beckoning eye; a form jaw line providing an ideal landing skid; and generous dihedral useful for keeping the wingtips from digging into Mother Earth on landing.

A 225 mA Ni-Cad is a must, and two standard servos will provide ample control on aileron and elevator. I fitted a standard servo on aileron, and my micro servos on elevator and rudder, the latter to endow a better slow roll performance and some stall turning ability.

This is the first .10 powered model I've made for many years, and it has convinced me (at last) that the modern motor of this capacity really has fun potential. I'm hooked! My next model has two of them!

The flat-bottomed airfoil was picked for the simplicity with which the essential washout can be accurately jigged in; the vice-free stall behaviour of the model justifies this decision.

The P-40B design is quite complex for a free pull out plan, so we have elected to present the plan over two issues. This month the fuselage formers, wing ribs and other smaller components are shown overlaid while in the June issue will be a fold out full-size plan for the wing and fuselage.

Building

As building an aircraft from plans will be a new activity to many modellers we have allocated two of the hints on page 36 of this

issue to the various techniques of transferring shapes from paper to wood and then cutting those parts out. Taking photocopies of the plan and then using a warm iron to transfer the shape from copy to wood is the most recent method, but others have been used for a long time. Parts consisting of mainly straight edges (rectangles, polygons, formers, etc.) can be transferred by placing the plan over the wood and using a pin to prick through the plan at the corners, forming a pattern of holes in the wood that can be joined with a straight edge for marking out. For more complex shapes, writing carbon paper as used in duplicate books (not typing carbon paper as it is not sensitive enough) can be laid between the plan and the wood. Such lines are rather faint and it is advisable to go over them again with a fine fibre tipped pen. Don't use a ball-point or pencil as such pressure is needed in order to create a visible line that the wood is bound to get crushed.

For the sake of economy the parts should be as closely spaced as practical on the uncut wood, bearing in mind the grain direction. (The plan has to be laid over the wood so that the grain lines on the relevant part drawing are aligned with the grain on the wood). Extremely close spacing can be obtained if the part outlines are first transformed to tracing paper as the outline's position on the wood in relation to the already drawn parts can be clearly seen.

Cutting wood

Experienced builders of traditional construction models may find it hard to

believe, but there are a number of competent model fliers who have little knowledge of building wood models. The current and probably permanent emphasis on foam glass-fibre and high quality prefabrication kits means that a modeller can become an accomplished flier without having to cut out single component. A note on carving wood would therefore be opportune.

Firstly obtain the correct type of knife. This sort of thing supplied by DIY shops for cutting lino or carpet is not suitable as it is far too bulky. Those described as a 'slimknife' with the facility to carry spare blades in the handle are just about the maximum practical size but from time to time the use of a lightweight knife the size and shape of a conventional ballpoint pen is required.

Always use a sharp blade. Blunt edges will tear or crush the wood, so make frequent use of an oil stone, or replace the blades if you can afford it. It is practically impossible to cleanly cut any wood with a single slash, so no matter how sharp the blade the habit of stroking the knife through the wood. It may take four or five passes but the cut edge will be far smoother than the best die-cut edge.

Another thing to remember is that it is impossible to replace wood that has been cut off. If there is any doubt about whether or not a curve or notch can be cleanly cut, it can be better to cut a fraction of an inch outside the line to release the part from the sheet and then sand or whittle away the surplus.

