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IN THIS ISSUE

SUPER SCALE CONTROLINER OF B-25 COVER PLANE.

FLASH RESULTS OF THE NATIONALS—WINNER AND THE GRAND NATIONAL CHAMPION.

CONTEST WINNING A/1 GLIDER.

33 YEARS LATER—STORY OF LOU PROCTOR 1929 NATIONAL WINNER.

MODEL AIRPLANE NEWS HAS THE LARGEST PAID CIRCULATION OF ANY MODEL AVIATION MAGAZINE

B-25 Mitchell

Imposing array of trophies has just been added to by a recent win at the 4th Annual Westchester Flying Fair which included the High point trophy.

SUPER SCALE B-25

Our author is not new to this super scale business but has exceeded himself with this magnificently detailed model of the WW II Mitchell B-25 bomber.

by Florian Piorkowski

PHOTOGRAPHS BY EUGENE HOOKER

► The North American B-25 Mitchell had three historic "Firsts" to its credit during World War II: The first USAF bomber to sink an Axis U-Boat after the start of hostilities, the first AR bomber to attack the Philippines since their capture by the Japanese and its most famous "first": the attack on Tokyo by General Doolittle!

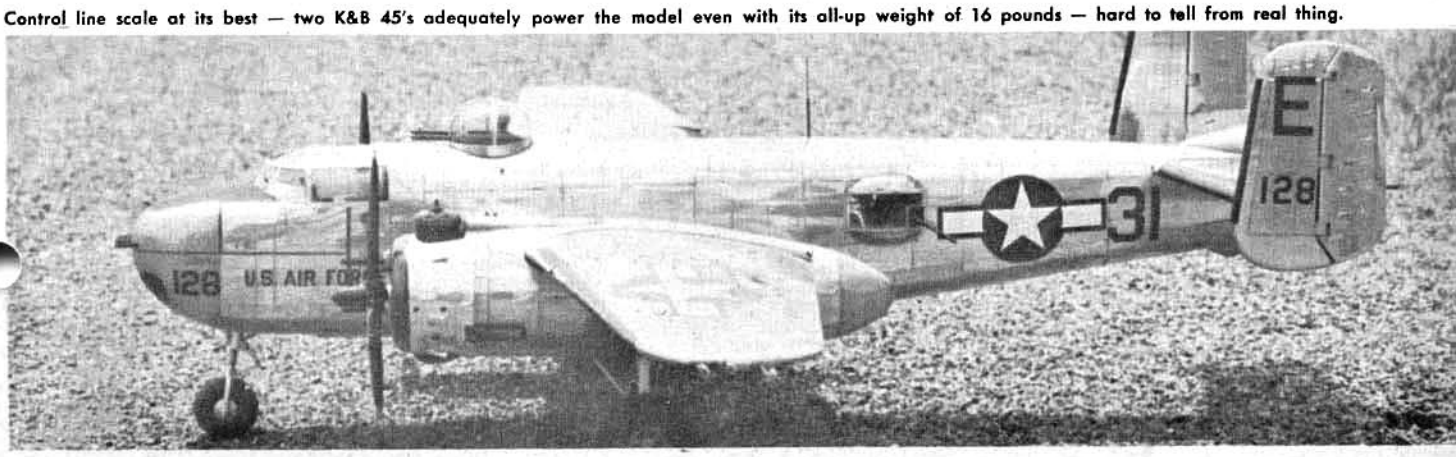
It served in every theater of World War II as a superb medium bomber with tremendous firepower.

Powered by two-Wright Cyclone GR-2600 Fourteen-cylinder air-cooled engines developing 1700 H.P. at 2500 R.P.M. Maximum speed is 300 mph with a range of 1,728 miles.

The fuselage is started with two keels as shown on plans. Both top and bottom keels are made from ¼" pine wood. Lay both keels on plan outline and pin. Next, cut all fuse-

(*Continued on next page*)

Control line scale at its best — two K&B 45's adequately power the model even with its all-up weight of 16 pounds — hard to tell from real thing.



With its aluminum skin rivet and other details, it carries control line scale to new heights.

Note how the rudder details follow full scale dimpling and contouring—note also the gun details.

lage formers from ⅛" or 3/16" plywood. All formers are made in half sections as half of the fuselage can be made directly on plans. When one-half section of fuselage is complete, remove from plans and build the other half.

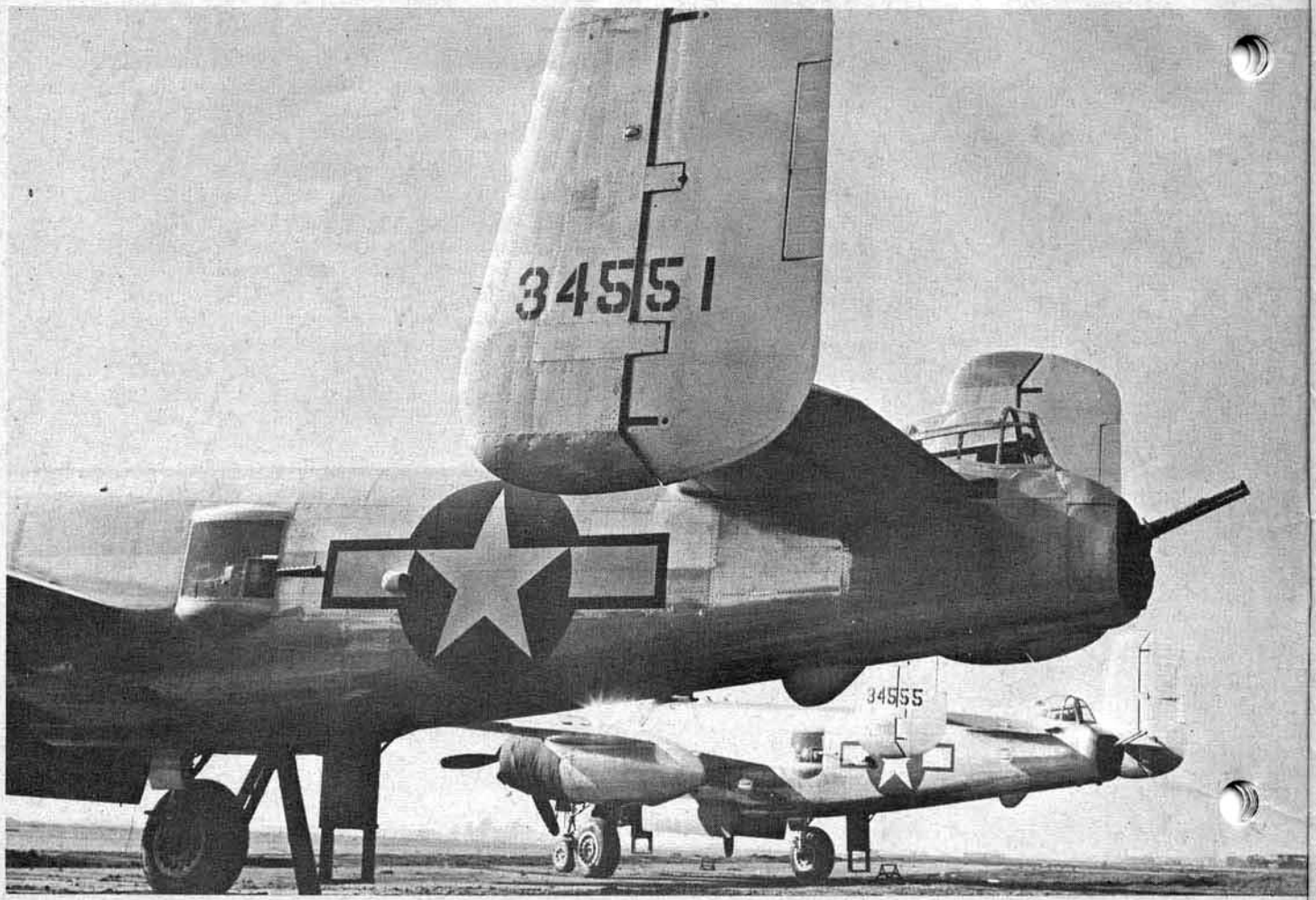
Side stringers may now be added for strength ¼" x ¼" as shown. Now we are ready to install the main and rear wing spars. Both can be made from 3/16" or ⅛" hard wood. Front spar is attached to F-5 and rear spar is attached to F-6. Both of these spars must be properly lined up so one wing is not higher than the other. Next step is to place engine formers N-3 and N-4 to both of these spars. After these sections are all lined up we can start placing wing formers on spars. These formers can be made from ⅛" hard balsa. Formers N-2 can now be placed on motor mounts placed in nacelles. When motor mounts are placed into position, be sure to place ½" stopper in front and rear of N-3, then screw into place to prevent mounts from vibrating loose when engines are in operation.

Bottom engine keels can now be put into position to give strength to engine nacelles. Both keels are made from hard wood. N-1 can now be glued to motor mounts also N-5 can be installed into position and glued to engine keel.

The hardest part is now completed, be sure that the structure you have finished is straight as this section will determine the flying ability of your plane.

Install hard wood bell crank mount. To sections F-7

(*Continued on page* 55)



Couldn't resist the use of a picture of the full scale aircraft to show the incredible amount of detail and the authenticity of the finished model.

Super Scale B-25

(*Continued from page* 12)

and F-8, we used a large Veco bell crank, this also must be securely fastened and screwed into position to prevent bell crank from pulling out while flying. Attach ⅛" steel wire push rod and bush in all rear fuselage formers to prevent "bowing." Make elevator system in one piece using ½" balsa. Hinges can be made to suit the builder. A large Veco control horn was used on elevator. When elevator and control system are connected, begin landing gears.

This plane has shock-mounted landing gear made to scale; however, this is to modeler's preference. For every-day flying, ⅛" spring steel wire should be used also landing gear can be dressed up to add more details. Front gear is attached to hard wood support between sections F-1 and F-2 with U-Bolts. Main landing gears are attached to hard wood supports between sections N-3 and N-4, these also are ⅛" spring wire held on with U-Bolts. With landing gear on, check again to see if plane is straight from front and rear view.

Both rear fins and rudders are now made. They are also made from ½" balsa sheet and cut to contour as shown on plans. When both of these have been sanded, offset each one for flying. Use ⅛" dowels to pin to stabilizer, this will make a stronger tail section. Often a twin-tail plane tends to vibrate loose when engines are operating.

Add any operating feature you wish such as operating flaps, revolving turret, or lights. You can also put in any cockpit details, also waist and rear gunners compartments.

This airplane is complete down to men and oxygen bottles, all equipment down to scale.

We can now make four-waist-gunner plane. I would recommend nothing less than ⅛" balsa even 3/16" balsa which was used on this plane. By using heavier wood it gives the modeler more "room" to sand. Often times when a plane is silked and doped, the wood tends to shrink because the covering is too light and bows can be seen through the final finish.

We can now make four-waist-gunner outline from ⅛" plywood as shown on plans, each side must be staggered or offset. They can also be built up to meet fuselage covering.

Nose can be made from balsa block, similarly used for rear section and rear of nacelles. These can be shaped and sanded to meet covering. Four side gun section is made from balsa block.

All glass on plane can be molded from 1/16" Plexiglass or hard celluloid.

All guns are made from ⅛" brass tubing.

After entire aircraft has been covered by balsa sheet, apply three coats of clear dope and sand. Next step is to apply nylon over entire surface as this will give strength to your plane. Now we can use auto primer, this, of course, must be sprayed on, enough coats should be put on to build up area and to cover all rough spots. The plane should be set aside to dry for at least 1 to 2 weeks to allow the primer to settle.

Use a #400 west sandpaper. This must be used with little pressure or you might have some trouble when final coat of dope is applied. If too much pressure is used, it will cause the dope to blister. When this project is complete the modeler can choose his color scheme. Silver or olive drab were the original colors used on this aircraft.

This plane was covered with .012 aluminum. However, this is not recommended for the beginner as it creates a weight problem if not used properly.

Engine cowls can be made from balsa wood or may be purchased from Sterling Models as used in their "Corsair" kit.

K & B45 engines are recommended for this plane or if the weight is kept down to a minimum two 35's can be used for power.

Now we are ready for test flying, be sure the plane is properly balanced and nose tilts down at least 10 degrees at center of gravity. When flying, let plane take off by itself and it will fly as well as the real plane.

IN CASE YOU'RE INTERESTED — Facts about our Super-Scale author, Florian Piorkowski of 211 Enola Street, Enola, Penna., has been an avid model builder for the past twenty years. Mr. 'Perk' as he is better known to his friends, hails from Duryea, Penna. Born April 31, 1930, attended Duryea High School and upon graduation in 1947, entered the U.S. Air Force. During the four years of service, he spent most of his time as Flight Engineer on B-29 aircraft. After his completion of military service in 1951, he was selected by Horace Heidt, through an audition, as an accordionist on his radio program, and this gave him the chance to travel with Heidt's radio show.

In 1953, Mr. Perk entered the Pennsylvania State Police and spent six and one-half years as a State policeman. — (How this would have helped in free flight: professional chasing experience!)

At present, he is employed as Assistant Manager of the Family Finance Corporation in Lemoyne, Penna. While working his way toward managership with Family Finance, he will continue building model planes as his pastime.

Didn't believe old "Perk" Piorkowski could relax.