



FOCKE

Model is sufficiently life-like to warrant a scale colour scheme; camouflage scheme sketch overlaid.



he Fw 190 was always a favourite of mine and, in the longer nosed D version, a favourite of the modeller too.

When I designed my Spitfire 22 (see RM Nov, 1990 issue) I thought that it might be nice to match it with a late model of one of its adversaries so I chose the Ta 152, virtually the ultimate Fw 190 despite the designation. Should you prefer the Fw 190 D then you will be able to make the fairly small changes needed quite easily – most people couldn't tell the difference anyway! I chose to keep the span at around 30in, the size of a sheet of balsa, and this gave a model with much narrower wings than the Spit' but with a much wider fuselage despite being almost the same scale. Either the Germans were big lads or the Spit' must have been cosy. I decided to use an unthrottled 2.5cc diesel and not bother with rudder either so that I could then use cheap two channel gear. This doesn't really need a 500 mAh battery so a smaller, lighter 250 mAh, job could be used. The overall saving in weight over a four channel system must be around 8oz, quite a lot for a small model!

Back end bits

The wings and tail are all sheet for speed and ease of construction, as is the fuselage for that matter. The tailplane looks and is quite small despite being very much overscale. It is simply cut out to shape from a piece of 1/8in sheet and then given a thin aerosol section without making the edges so thin that they are easily damaged. Elevators are cut away and joined with 14 gauge piano wire to which I silver soldered a piece of drilled brass sheet for a control horn. (The whole assembly is then neatly enclosed in the back of the fuselage instead of hanging in the breeze.) The surfaces are centre hinged with strips of mylar. The fin is made from 3/8in sheet to give a more realistic section and also to give more room in the back of the fuselage for that hidden horn – again it's simply cut out from sheet and shaped to section.

Wings

The wings are made from two sheets of 3/8in balsa, not so hard that they weigh a ton but not so soft that they may be brittle or dent too easily. Once cut to outline and all the bits glued together the first job is to carve in washout to the underside of each tip. This done, the rest of the section is carved and sanded before cutting away the ailerons and root strips along the aileron line. Sand the root of the wings to give the dihedral angle and glue the wing halves together with either epoxy or cyano whilst blocking one tip up 4.1/2in for the dihedral. The leading edge of the ailerons can be sanded to a 'V' to allow centre hinging. The i.e. of the remaining little strips must be hollowed to take half the depth of the tube used as a torque rod pivot; the trailing edge of the wing centre section has the other half of the hollow. Make sure that the aileron horns have somewhere to come out and carefully glue the strips and tubing back onto the wings. Fit the aileron servo to its wood blocks and cut out suitable spaces in the wings to take them. Glue the blocks in place, solder the aileron horns, make up threaded wire pushrods and fit the ailerons in place. Check that everything moves well. The ailerons could be fitted permanently at this point but you may find it easier to leave this until they have been painted. Epoxy the 1/4in dowel to the front of the wing and reinforce with thin glass cloth. Don't reinforce the rest of the join yet as the centre section has to be sanded to blend in with the fuselage underside later.

Fuselage

Now for the fuselage. The sides are medium grade sheet, NOT rock hard stuff as not only do they have to be pulled in to taper as normal, they also have to be pulled in at the top of the fuselage onto F4 and F5 to give the correct shape. I reinforced the nose area with 1/64in ply as shown. All the formers are cut out and F2 is drilled and fitted with blind nuts for the engine mount before F2-5 are glued to one half of the

fuselage along with the tank bay floor. When set, the other half is glued on top of the first carefully checking that it's parallel and square to the first side. Next the tail is pulled in and the remaining formers glued in place, lining the fuselage up over a straight line on the board helps and don't try to do the top bend of the fuselage until you've given the tail end time to set. When pulling in the top of the fuselage sides I find that cyano is ideal as glue because all you have to do is hold the sides together and run a drop of glue down the join, seconds later you have a very strong joint.

All the top sheeting can now be added, the only 'odd' bit to the process being the cockpit floor of 1/8in sheet and the scrap sides that have to be added to make up the cockpit sides. Glue the front underside sheeting in place then smooth off the front and glue the nose formers in place. They are best cut out well oversize by the way as they will then not leave conspicuous gaps to be filled. Carve and sand the front of the fuselage to shape. You may have to fit the wing temporarily to get the underside right, the cockpit area is shaped like the top half of a hexagon but this gradually changes to circular as you move forward. Machine gun



Short-coupled aileron servo sits centrally beneath wing.

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ME-WULF Ta 152

troughs and breech fairings could also be represented but I didn't bother. A small plastic kit of a FW 190 D would make a useful reference for general shape but the carb. air intake is on the opposite side. Carve and sand the rear top decking to shape and carefully glue the tail and fin in place.

Fit the elevator servo, make up a pushrod and check for correct movement. It's important to use a metal clevis on the pushrod - you won't see it again, you hope! When you're happy, sheet the rear underside and add the bits that make up the wing retainer. Put the wing in place and drill through it with a 3/16in drill so that you go through the wing and retainer plate. Remove the wing and drill through the plate only with a 1/4in drill. Now fit a SLEC 2BA blind nut from the underside of the plate (you shouldn't be able to see anything but the thread) and hold it with a spot of cyano. Put the wing back on again and carve and sand the wing and fuselage underside to shape. Slip a piece of 1/64in ply the shape of the fillet between the fuselage and wing and run a drop of cyano down the joint. Remove the wing and form the fillet from lightweight filler. Strengthen this with a layer of nylon or thin glass cloth. While you are at it reinforce the wing centre joint with the same material.

Cut away the motor and tank hatches (a razor saw is handy for this) and drill the fuel pipe and vent holes. Fit the motor and cut away the motor hatch to give air intake and OUTLET holes. I've seen a lot of people come to grief with cowled motors by not putting big enough outlets on their models or by not putting them in the right place. The idea is to allow the air to circulate around the motor, not just to chuck it out of



RM Plans Dept. has a canopy (CAN RM 383) available to put the finishing touches to your Ta 152; costs £2.75 including postage from our Argus House address.

the top. Trim the canopy to fit. I had to build up the fuselage sides a little to avoid trimming too much of the canopy away; it gives a better looking canopy area. Make up the mock radio/headrest and paint the canopy area.

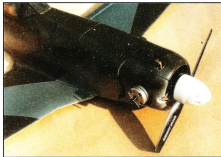
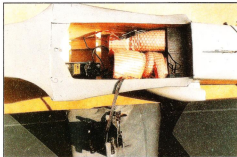
I finished the model with tissue, dope and car spray paints for the overall colours, the markings are all Solarfilm. Glue the canopy in place if you haven't already done so and find somewhere for the switch to go on the port side. My cowlings and hatches are held by pins but I'm sure that there

must be a better way. If you use a diesel don't forget to replace the silicone tubing with soft black neoprene, including the chunk pickup. I used a 4oz SLEC tank by the way. I was going to do the finish properly with panel lines, exhaust stacks and airbrushing but as with my Spitfire 22 I got impatient and went and flew the thing!

The good bit!

At last. The good bit. Before you start it up and chuck it do make sure that you check the balance; further forward a little is OK but not further behind the position shown. Check that the throws are as marked and in the correct direction and make sure

Left, radio bay is surprisingly roomy. Right, prototype had unthrottled PAW 249 (2.5cc) diesel which proved ideal.

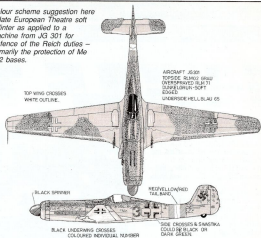


the gear is charged. Don't be tempted to add a bit more to the throws unless you have rates; if you have the balance right the model is quite lively enough on elevator and more throw will not give the sort of smooth flight a scale model should have. If you don't have a throttle don't fill the tank. You only want a short first flight just in case there is something wrong. With the motor running well you should have no trouble climbing away and should find the model to be smooth and fast.

That camouflage works only too well though and you will have to keep the model fairly close to see it. Keep a bit of height for the first flight. When the motor cuts, try the stall. The model should just mush or nod without dropping a wing. The glide on my model is quite fast and flat but aileron control fades with reduced airspeed so it's worth keeping the nose down a little. That's about it. The model is very realistic in flight (if a bit too fast) for a small model and it makes a great 'adversary' for the Spitfire 22 if one of your mates has one. With a clunk tank the model flies inverted very well and will do all aileron/elevator manoeuvres I can think of; it also doesn't cost the earth to run and can be fitted in the back of the car as a spare model.



Colour scheme suggestion here is late European Theatre soft splinter as applied to a machine from JG 301 for Defence of the Reich duties – primarily the protection of Me 262 bases.



All-sheet construction makes for rapid building; watch grain directions (indicated on the full-size plan in the centre of this month's issue) and, as for all small models, go easy on the adhesives. Model is rewardingly aerobatic and a fine companion project to John's Spitfire Mk 22 published in the November 90 issue.

