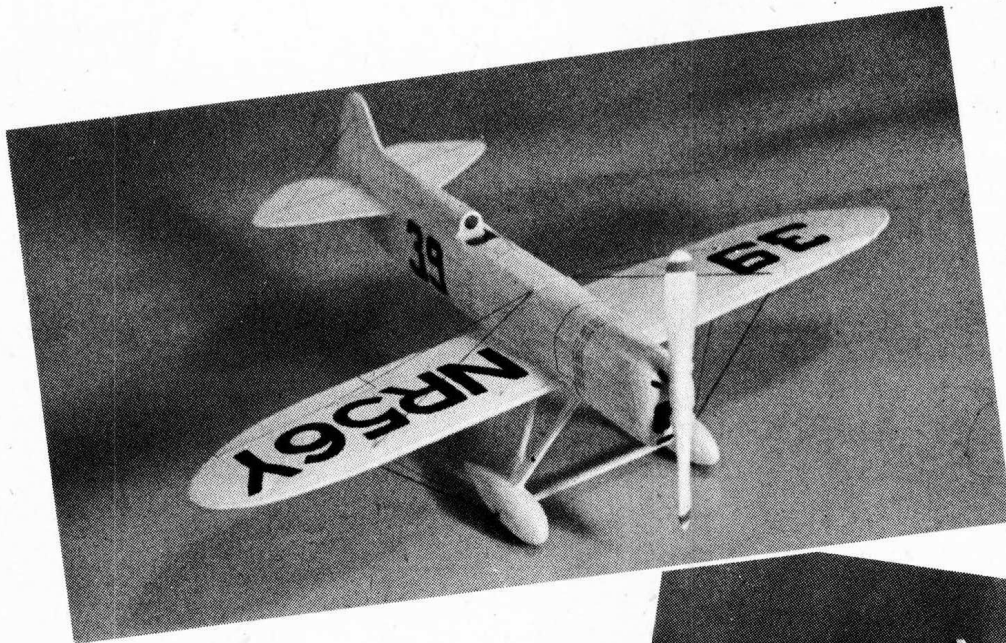


# HOWARD IKE



Simple stick-and-paper construction of the model is reminiscent of the Fodel Kits of yore, and the "Ike" was always a favorite in that era.

The author's interest in small scale models has had him building the tiny ones for many years.

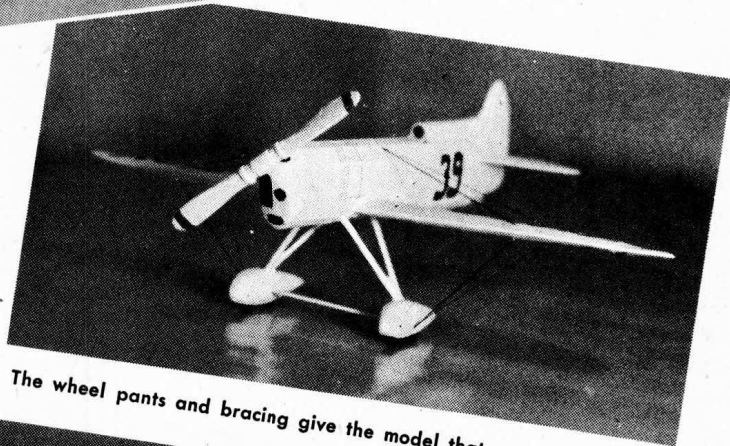
by Normand Charlebois

● Of the Howard "Ike" and its kind, the same can be said: sleek looking racers very seldom make stable models. And "Ike" is no exception to this rule.

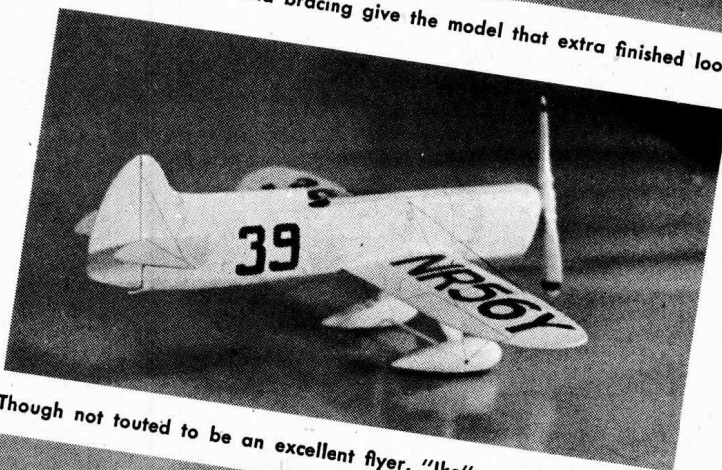
One of a family of planes designed specially for topnotch pilots—such as the well-known "Mr. Mulligan," the "Nightingale" ambulance plane, the DGA-15 still flying around, and an earlier racing brother, the Howard "Pete"—the subject of this article was one of the best-designed planes to participate in the 1932 National Air Races. Other contestants were more powerful, larger, heavier, faster, but none were as maneuverable, as obedient to its pilot as "Ike." It won the Aerol Trophy Race for Gladys O'Donnel, to prove it's worth. Ben Howard's design was a success!

Unfortunately, the same cannot be said of the model made from it, unless you accept gross departure from scale. The author's first version, made in 1944; had heavy dihedral, enlarged tail and rudder surfaces, as shown on the plans, and the whole landing gear was changed to a simple, light piano-wire-only affair. No pants, no strut fairings, no nothing. Thus equipped, it flew a distance of 500' a couple of times. But the scale appearance? A mess!

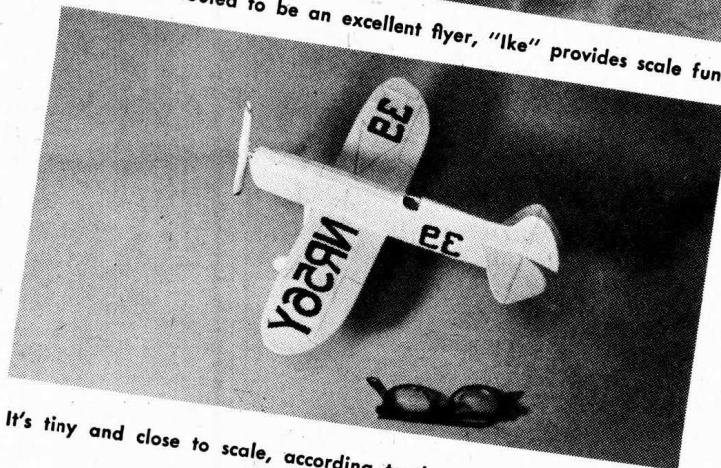
The model photographed here, was



The wheel pants and bracing give the model that extra finished look.



Though not touted to be an excellent flyer, "Ike" provides scale fun.



It's tiny and close to scale, according to the author who built two.

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rest. On the ground, the plane rested on the rear wheels and tailskid, but stood level "on all fours" while gathering speed for the take-off. This is obtained in the model, by slipping some lead in the nose.

First, here is an idea to help preserve your issues of "Flying Models." Open up the staples in the center of the magazine, remove the pages needed and get cheap copies of them. Although poor reproductions are thus obtained, enough will be visible to cut out templates for ribs and formers. Cut one sheet at the fuselage splice line and match to the next one. You can pin the whole thing to your working board and reassemble your issue of "Flying Models."

Now, for the construction proper.

Begin by cutting and splicing all formers, sheet outlines and ribs. Note that on former 1, only the basic construction stringer positions are shown, but the centerlines of intermediate or secondary stringers is indicated. This applies to all of them. Now, pin down the basic construction stringers on the plan view and cement the bottom half of formers, upside down. Note that we are using the same idea presented a few months ago for the construction of the Health "Parasol." As mentioned then, the horizontal symmetry of a model stands more to suffer from misalignment than the side profile, while the extra depth of the fuselage will offer powerful resistance to any

**HOWARD IKE**

made with close attention to scale and surprisingly, it balances very well, without the need for nose weight; but the performance is nothing to brag about. One flight of about eighty feet, the distance it takes for the rubber to unwind, a steep glide to the grass, and an abrupt stop!

However, since fast ladies still remain popular in spite of their shortcomings, it is hoped the extremely appealing lines of the Howard "Ike" will make you forgive and forget the

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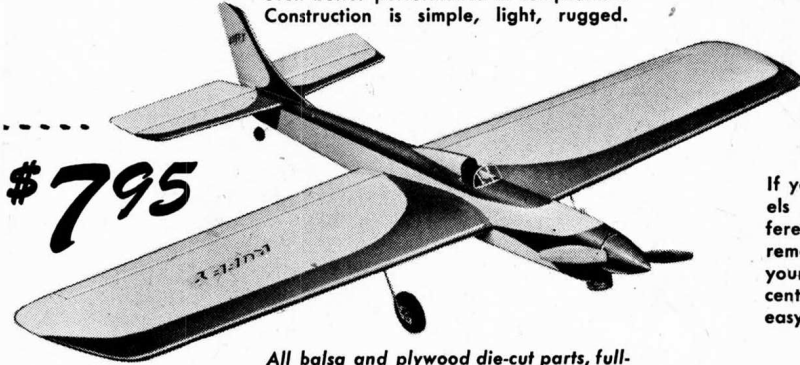
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twisting due to the springing of different hardnesses of balsa strips. After this lower half shell is dry, remove from the board and add top halves of formers, top forward stringers and cockpit outline, and finally, ribs A and AA.

The next step is to secure the rudder outline in place and cement stringers in position. While this is drying, carve the nose block, the scale propeller, if needed, and the 3-part landing wheel fairings. It is advisable to install the rubber strands at this stage, for, although the nose block should not be cemented if any amount of flying is done, the rear hook is difficult to reach even with this block off. Work on the "motor" is to be done before the last side stringers are added. Slip four strands of 1/8" rubber around the loose dowel, block in place with the small piece of sheet balsa cemented to stringers and former 7. Bend the front hook of propeller wire, slip on your scale propeller, or any commercial plastic prop for rubber models and bend rear hook after the glass bead is inserted. Slip the nose block in place and hook on your rubber strands.

Let us now tackle the landing gear.

This is not quite a beginner's project and careful study of the drawing is necessary in this matter. Note that there are two lengths of piano wire to be cut and bent. They are slipped in fuselage, cemented thoroughly to the formers and a scrap reinforcing sheet,

after which the ends going in the wheel pants are "hooked" together. That is, the forward wire is to support the rear wheel and vice-versa.

The wires are then imbedded and cemented in the inside section of the wheel pants. Once this is dry, it is child's play to cement the center part, slip on wheels with washers on both sides and then, to cement the outside closure plate. Hold the assembly together with masking tape while drying. The landing gear wires are sandwiched between two balsa strips, with plenty of cement between. Trim and sandpaper to an airfoil shape.

No instruction is required for the wings. May we only remind the novice of the method of bending balsa strips such as the wing leading edge? You can easily obtain the correct shape even before pinning down, simply by carefully rolling the strip with any round object such as a knife handle, a pencil, etc. Press lightly back and forth until strip curls up to desired shape, but do not crush, as this will break the fibers.

The stabilizers are made in two halves, main spar spliced diagonally in the area within the fuselage. Do not forget the tail skid. It is made with a bent pin and the final shape is obtained by building up gradually with cement or plastic balsa.

Once the whole model is assembled, cover with Silkspan with the grain running lengthwise to any surface be-

ing covered. We highly recommend applying it wet, as the extra trouble will give a really professional look to your creation.

If you intend to fly the model, one coat of clear dope is ample. When you decide to hang it in your den, two coats of white dope is recommended before tracing the outline of letters and filling in with black dope. The "wires" are added for scale effect, and they are actually sewn into the model in the photos.

To do this, first pierce the balsa with a hatpin where the thread will go through. Then, using a regular needle and heavy black thread, begin from inside the wheel pants where the end knots on your thread will be concealed; then go through the underside of the wing, come out on top, run through former 3 and continue on other side until you reach the other wheel pants. Add a dab of cement to hold the thread in the holes and prevent "sawing" of the wood or paper covering. Repeat the procedure for next wire, starting from the same holes in the pants.

For flying, only one recommendation can be made and that is to fly your model over tall, TALL grass. Like it's prototype, it is a fast flyer and lands with a whack! There is absolutely no need for a bicycle to pedal through fields after an out-of-sighter! This is one item guaranteed by the author, and one look at it will convince any one of this claim.