Rumania's I.A.R. 14 Pursuit

Military craft—that's what you model fans say you like best. Well, we've landed a beaut for you here! This Rumanian Pursuit is one of the neatest jobs FLYING ACES has ever offered. And it's a flying model that'll show you plenty of top-notch sky scooting.

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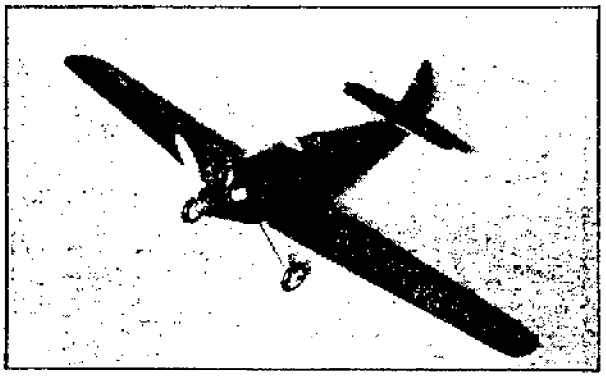
By Elbert J. Weathers



Here's the completed ship. It's trim and true—and you'll find it a winner, both as a flyer and as a display model.

THIS model will prove unique wherever shown or flown—for it is a miniature of the pride pursuit ship of that small country, Rumania. A speedy low-wing fighter, its prototype is produced by the I. A. R. (Industria Aeronautica Romana) of Brasov. The power plant consists of a 650 h.p. Hispano-Suiza engine. The top speed of the plane is reported to be 225 m.p.h., although the exact figure has not been released. The ship has a wingspan of 40.8 ft., while that of our model is 24¼ inches; for the scale to which it [illegible] full size. Accuracy of design and detail is guaranteed by the author as it was built from factory drawings. The plans for the model are drawn full size.

Fuselage

START the model with the fuselage by making two frames of 3/32" square balsa (medium hard). Notice the two slots built-in to take the wing stub spars. After these have been completed, build them together as shown in top view of fuselage. Next, select some hard 1/32" sheet balsa and make the fuselage formers, which are notched for 1/32" by 1/16" stringers. After they have been cemented in place, lay in the 1/32" by 1/16" balsa stringers, starting at the middle and working down each side. They should be of hard balsa, to avoid warping between formers. The next step is to cement the 1/32" medium sheet balsa to [illegible] as shown. Trace cockpit outline on balsa before cementing in place and then cut it out later. A strip of 3/32" diameter rubber tubing may now be cut half way through (this means through one wall), and placed around edge of cockpit to form the cockpit combing. Now we come to the nose block. Use medium balsa for this. It is first cut to the general dimensions, 2" long, 2" wide, and 2⅜" high. Be sure it is cut so grain runs parallel to fuselage as shown. Now cut it [illegible] in front view of fuselage. Cement the halves together lightly, using just enough cement to hold until the exterior can be shaped.

Aloft!

After this is finished, break it apart and gouge out the inside to a thickness of about 1/16", except in front where it is left about ¼" thick, as shown in plan. Finally, drill a ½" hole in front end of nose block to take the nose plug. Give this front part a heavy coat of cement on the inside and outside, for you must remember you are working with a small piece of end grain wood here. Now cement the block to the rest of the fuselage.

The next step is making the dummy cylinder blocks. The size and shape of each is clearly shown on plans. They are carved out of soft balsa. After the three have been cemented in place, fill in all corners where they meet the fuselage with a mixture of cornstarch [illegible]. This is important to assure good appearance of the finished model. The headrest is next. Use soft balsa, cutting block to top and side views first, as you did the cylinder blocks. Round the front as shown and finally cement the headrest to the fuselage. Make the windshield frame from 1/32" hard sheet balsa, and cement cellophane in back of it. The smaller fuselage details may be made at this point. Cut twelve pieces of 1/16" aluminum tubing or reed to 3/32" lengths and cement in positions indicated for exhaust stacks. The radiator is now constructed. After carving it from soft balsa, lay thread in parallel rows to form ribbing, holding the thread in place with a coat of cement.

Next comes the Venturi tube, which is cemented on right side of cockpit in position shown. The last detail (for the time being) on the fuselage is the two holes through the nose block on the underside. These are where the starter crank is inserted on the large engine. The tail piece upon which the skid is built is of medium balsa, carved to shape and cemented to fuselage. The tail skid is constructed of bamboo. The shoe should be carved from a piece of bamboo also. The unit is then built together on the tail block as shown. The small block in the rear of fuselage which

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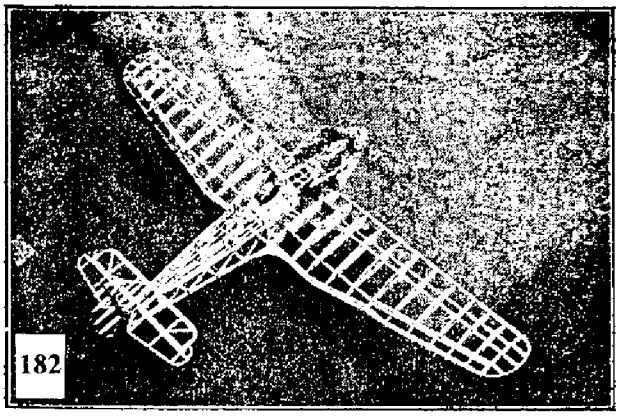

You'd almost swear this was a shot of the real I.A.R.14 prior to covering. But it's actually a photo of Bert Weathers' excellent model! Best of all, his accompanying article tells you how to equal this A-1 workmanship.