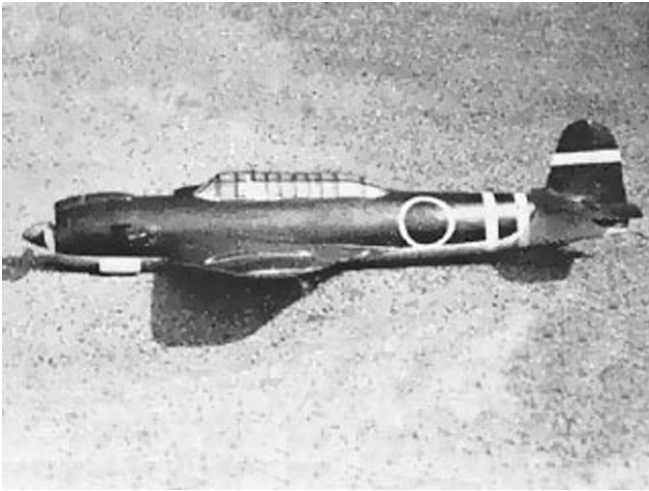


Nakajima Tenzan



A realistic control line scale model of a Japanese torpedo bomber for engines of 2.5 – 3.5 c.c. by M.F Hawkins.

The Japanese name of Tenzan means “ Heavenly Mountain ” the Allied code name for this aircraft was “Jill,” and while in no way imaginable can “Jill ” be said to have “ heavenly ” lines, she was certainly a hefty airplane. Consequently her C/L model counterpart is of really stout construction and has the ability to “ take it.”

Wing: Assemble the two wing halves with L.E., 1/8 in. square spars, T.E. and W9. The tips are two laminations of 1/16 in. sheet with aluminium tubes between laminations of the port tip, for the control wire lead outs.

Join the halves at the cenere section with W10 and a separate piece for the L.E. Sheet the under surfaces to the mid line and the top to W1. Install the control plate and push rod.

Cut A3 from soft 1/2 in. sheet and add the outboard flap dowel, then A1 and A2. Fit A3 to the wing and push the inboard dowel into place through W1, having already attached the actuating rod to the dowel. Now solder the yoke to the push rod so that the flaps are neutral when the control plate is neutral.

Complete the sheeting of the center section, leaving a hole for the flap rods. Add a t oz. lead weight to the outboard tip. Finally add capping strips noting that those on W9 overlap the flap so that only a small gap

is left. Add flap guides from 1/8 in. dowel only after covering.

Fuselage: Cut F1 from mm. ply and F1A from 1/8 in. balsa, then cement the two together. Assemble F1 and 2, engine bearers and tank, then cement two 3/4 in. wide pieces of 3/32 in. planking along the center line of F1 and 2 and insert all the other formers. Slide this skeleton along the push rod and cement F2, 3, 4 and 5 to the wing. Cement some soft block between the planking behind F8 to make a seat for the tailplane.

The tail is now cut from 1/8 in. sheet. Make a hole in the elevator dowel with a red-hot pin. Pass the control horn through, and bend at right angles twice. Squeeze the end into the dowel with pliers then bind and glue. Assemble the tail and install it, checking for neutral elevator with neutral flap.

Finish the fuselage sheeting, cementing F10 and F11 in place before sheeting the upper part of the fuselage. Assemble the fin and rudder, noting that as with the flaps there are capping strips but no ribs.

The cowling is carved from block or 1/2 in. sheet with the half-former FO for mm. ply. Press studs, stitched to mm. ply let into opposing surfaces make good catches. The intake is carved from block and cemented to the fuselage, overlapping the detachable part. A 1/2 in. wide ring of mm. ply is glued inside the cowling. Add oil cooler, exhausts and wing fairing from soft block.

Cut small pieces of celluloid and make a hole in the center to fit tightly round the tank vents. Slide them

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down the vent tube to lie flush on the fuselage. This makes an almost oil proof joint when well glued.

Finishing: Give two thick coats of talcum powder and clear dope mixed. Rub down and cover fuselage and tail with lightweight Modelspan. The wing and rudder are covered with heavy Modelspan and given two coats of dope.

Undercarriage: This is of the “ drop out ” type and plugs into brass tubes let into blocks cemented to W.3; the wheels should be angled forward slightly. The undercarriage is not essential as the model can be hand launched successfully.

Colour Scheme: Upper surfaces dark green, or medium blue-grey. Lower surfaces: pale blue-grey. Red suns with white surrounds on fuselage and top of wing. No surrounds, just plain red suns under wing.

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