

★ REPUBLIC ★ XP-47H

By PRES BRUNING . . . This model of a little-known WW-II aircraft ranks with the best of the Peanut warbirds, both in looks and performance. Article also tells where to get your scale documentation.

- The XP-47H was a modification of the razorback P-47B and was designed around a new 16-cylinder inverted "V", liquid-cooled Chrysler 2,300 hp engine. This brought the P-47's top speed up to 490 mph during flight trials.

Let's first begin construction with the fuselage. After cutting and gluing the complete fuselage profile together, which is cut from 1/16 sheet balsa, glue in the nose block, followed by all the fuselage bulkheads. Next, add the main fuselage stringers shown full-length on the side view. I mark the locations of the bulkheads on the profile and main stringers with pencil before assembly. This guarantees symmetry. Now add in the remaining fuselage stringers, being careful to check that the fuselage profile and main stringers remain straight. You will not find it hard to build the fuselage in your hand (literally).

Next, cut away the profile between F3 and F3a. Plank or sheet the areas called for on the plan. Dry cover between each fuselage stringer with green Japanese superfine tissue, using thinned-out

Elmer's glue (brushed on), carefully cutting with a sharp Uber Skiver blade on the center of each stringer. Cover with green down to the closest stringer above the color separation line indicated on the plan. Cover with grey below this stringer. Water shrink and clear dope the fuselage, and later dope on the irregular green camouflage pieces, being careful to butt up to the color separation line.

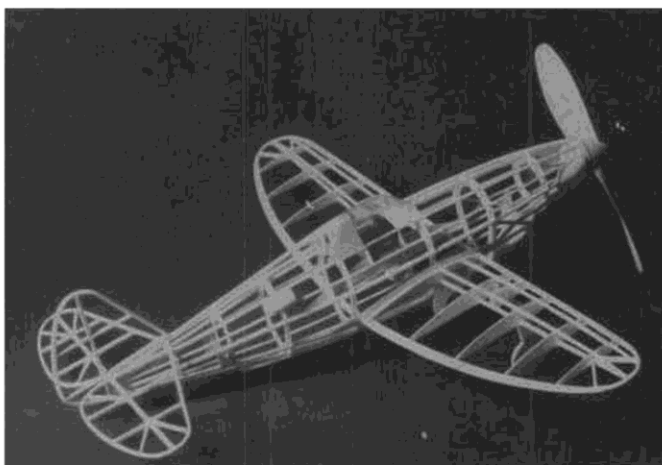
The wing and tail are built in the conventional pin-down manner. Wing tips and tail tips were built from three 1/16 x 1/32 laminates, using thinned-out Elmer's glue, and were pinned around cardboard profiles waxed on the edge to facilitate removal. Be careful to glue the 1/8-inch wing root rib W0 at the angle shown, to give the desired 3/4 inch of dihedral when attached to the fuselage.

Dry cover the wings on top with green and on the bottom with grey tissue. I would suggest water shrinking the wings after attachment to the fuselage, pinning the model down in a jig to avoid

warping. Before this is done, put a drop of 5-minute epoxy on the junctures of the leading edges, spars, and trailing edges as they meet at the fuselage center line. This will make a stronger model, capable of surviving wing tip impacts and preventing the fuselage sides from caving in. The wings should be clear doped and allowed to dry, also pinned down in the jig. Finish off the cockpit interior with a black bond paper floor, headrest, and pilot before installing the vacuum-formed canopy.

If at all possible, try to add all your details on the wings, tail pieces, etc., before assembly, especially in the case of the painted numbers on the tail. Working flat is a lot steadier. All the control surface lines were accomplished by taking black superfine Japanese tissue and applying rubber cement to the dull side. Next, with an aluminum straightedge and sharp Uber Skiver, cut many fine strips 1/32 of an inch wide and under; attach one end and pull slightly to get a straight line between the 2

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Just because it's a warbird doesn't mean it has to be complicated, as this bare framework photo shows. Good flight performance.



Landing gear is removable for flight. All control surface outlines are black tissue, held in place with rubber cement.

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points marked; carefully pat down on the tissue, trimming the excess off with your Uber Skiver. This technique is less messy than inking or painting, and is adjustable if you don't hit it right the first time. The canopy framing was done the same way, using pieces of green tissue that match the covered fuselage. Rather than apply the wing and fuselage insignia with doped-on tissue pieces, I found some "Microscale" plastic model decal sheets with the insignia the right size. I soaked them and carefully slid them into place, and immediately placed the wing under a hot 100-watt lamp to prevent wrinkles and to dry the decal.

The landing gear was designed to be removable for flying. Study the plans to see that the aluminum tubes are epoxied in at the appropriate angles in the wing halves to receive the landing leg wires. Be sure to kink the wires sufficiently for a good friction fit. To add realism, the landing gear wires were enclosed in balsa to give dimension to the gear. Weight is no problem here, as the gear is removed for flight. The landing gear doors were detailed before gluing them to the legs. However, the inboard doors are temporarily attached to the wing/fuselage juncture with rubber cement on the edges. The same is done with the tail wheel doors (bond paper). The tail wheel is a balsa disc, to which a bent pin is epoxied. Also being removable, this fits into a groove in the lower fuselage profile.

The pattern for a 4-bladed carved propeller is indicated on the plan. However, I was lucky enough to find a small commercial 2-bladed basswood prop, a little large, but perfect for hauling the P-47H up high on the initial power burst. The spinner is a cut-down

model rocket balsa nose cone, centered on a wood screw in an electric drill, and sanded to shape and trimmed to the right length. The center was hollowed out and notches cut to fit over the propeller, leaving enough clearance for the prop shaft to ride freely on the spiral catch.

Trimming the model for flying required a lot of down and right thrust for a left turn pattern. All adjustments are indicated on the plan. However, in addition, small trim tabs were added to each wing half (up on the right, down on the left) to flatten and widen out the tight left turn tendency. The model, I'm happy to say, is very stable and glides nicely. Very little nose weight was added. The model must be banked to the right to offset the tremendous left torque. Climb is fantastic and transition to a slow left circle is smooth. Build it light for best flying results. My model weighs 12 grams minus rubber motor. Power is one loop of 3/32 pirelli, 17 inches long.

References:

- 1) WARPLANES OF THE SECOND WORLD WAR: FIGHTERS, Volume 4, by William Green, pp. 178-179.
- 2) WINGS, Volume 4, no. 3, June 1974, pp. 18-21. ●