

Peanut © SPAD XIII ©

By JOHN WALKER . . . A particular airplane can be so well known and popular that it gets completely overlooked! Such is the case of the famous Spad XIII. The matter has now been attended to.

• The Spad XIII was preferred by such famous Allied aces as George Guynemer, Rene Fonck, Eddie Rickenbacker, Frank Luke, Phineas Pinkham, and G-8 because it was a solidly built fighter that did not shed wing fabric in a long dive, as did the more lightly built Nieuports. Sixteen pursuit squadrons of the AEF were equipped with Spad 13's.

Designed in France by the Societe pour Aviation et ses Derives (headed by Louis Bleriot), the fighter was developed from the earlier Spad A.2 and Spad 7.

The craft had a span of 26 ft.-11 in., a length of 20 ft.-8 in., and was powered by a 200 HP Hispano-Suiza engine. It is thought to have been the first French plane fitted with twin synchronized machine guns. Spad 13's flown by Guynemer and Fonck were fitted with single shop 37 mm cannon that fired through the hollow propeller shaft. Top speed was 130 MPH at 6,500 ft., with a maximum service ceiling at 22,300 ft.

After the war, many of the 8,500 Spad 13's that were produced, could be found in flying services around the world (including the U.S.) as first line fighters, well into the 1920's.

BUILDING THE MODEL

Mount the plans on a flat building board. Protect it with clear plastic sheet. We save the left over backing from Monokote for this purpose.

Start by constructing identical fuselage sides from firm 1/16 sq. balsa. Hot

Stuff or Zap adhesives greatly speed up construction. Assemble the finished sides starting at the nose. Make sure your work is square. We use aluminum blocks that were machined square at the local high school machine shop to keep the sides square during assembly.

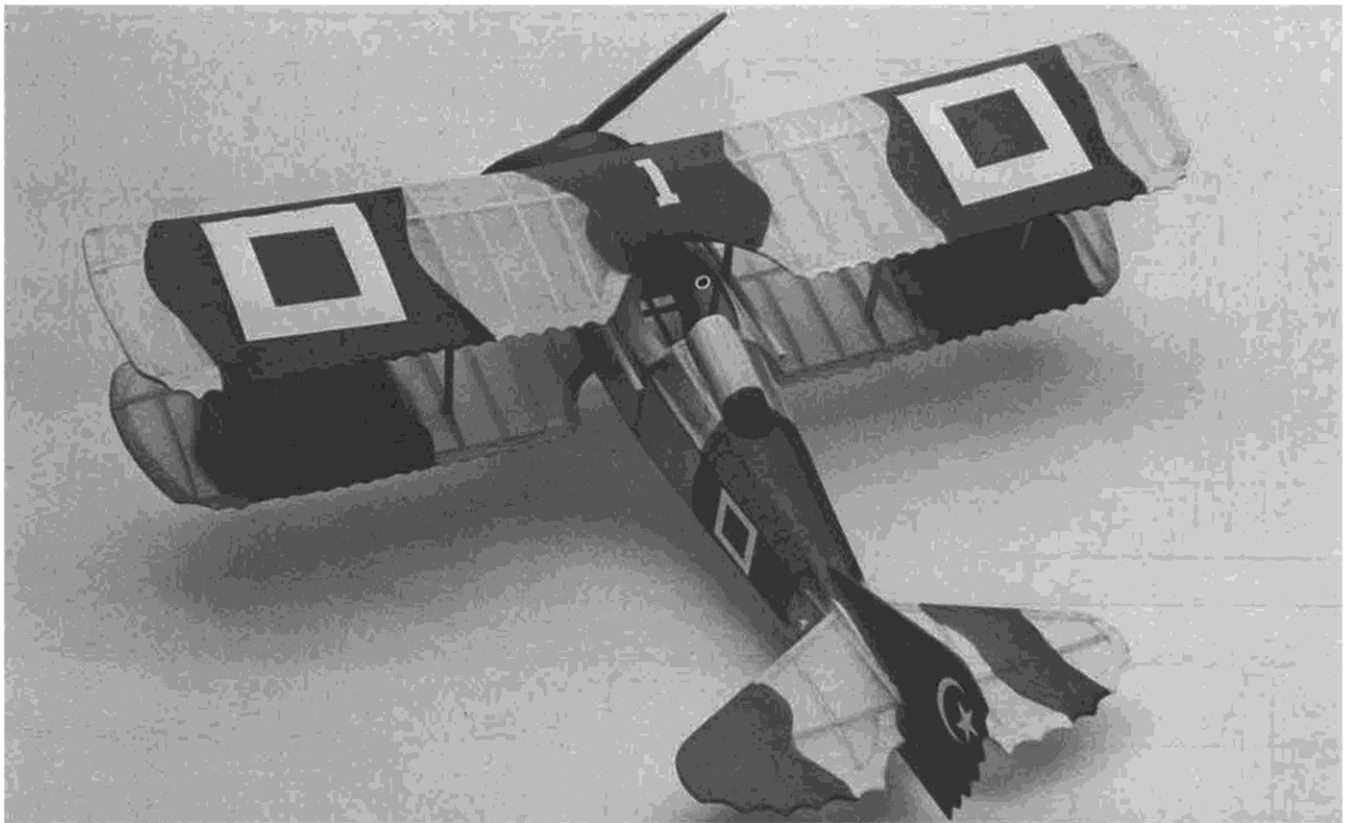
Add the formers and stringers. Strengthen the area in the tail where the

dowel holding the rubber will be mounted. One advantage of using Hot Stuff or Zap is that excess adhesive adds very little extra weight, and is absorbed into the wood to make it stronger. Lightly sand the fuselage structure before covering. Bond paper of 1/64 balsa may be used around the cockpit area.

Construct the landing gear legs and



Nose moment of the Spad is short, but with a plastic, or carved bass prop, note too much ballast will be needed. A small blob of clay can be seen under the cowl in the top photo.



What would Phineas Pinkham say if he saw his favorite aeroplane done up in Turkish colors!? He'd probably think it was just a water-pipe dream . . . Haw-w-w-w!

cement them into place. Hard balsa or bass wood should be used. Don't forget to round the edges of the L.G. struts before assembly. Williams Bros. vintage wheels were used.

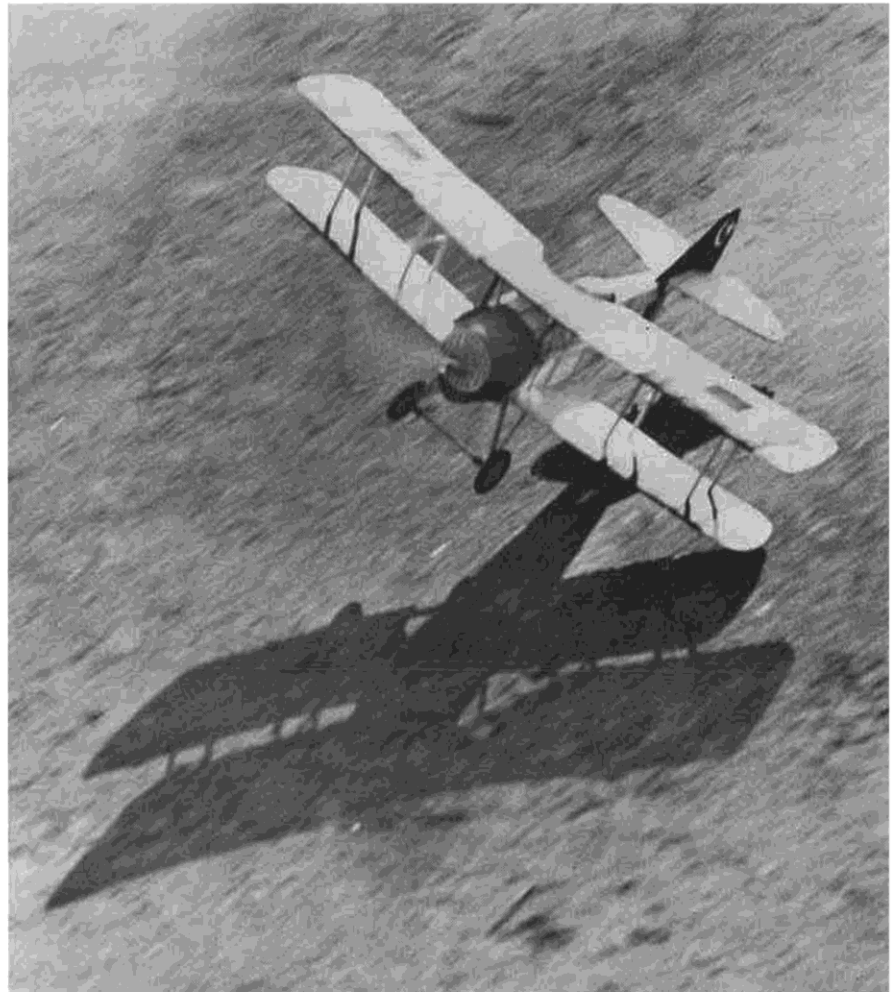
Assemble the tail surfaces. **KEEP THEM LIGHT.** Remove sharp edges by careful sanding.

Last, but not least, we come to the wings. "If one is good, two have to be better." (*That's the spirit! wcn*) Use care so that they will be warp-free. Curved sections are shown on the plans cut from solid sheet wood. Weight can be saved by fabricating them from thin strips of balsa formed over cardboard patterns. They may even be formed from bamboo, if you want to track down the wood. We found that some shoe stores use a good grade of bamboo strip to hold display shoes in shape.

Cover the model using your favorite technique to attach the tissue. Shrink the tissue with water or rubbing alcohol. When thoroughly dry, apply two coats of thinned, plasticised, nitrate dope. The camouflage was added using colored dope.

Since Spads were used by many flying services after the Great War, we selected and added Turkish insignia to our model. The center square is red and is outlined in white. The center was painted using dope. The outline was made from white trim Monokote. The moon and star on the rudder were also cut from trim Monokote.

Assemble the wings and tail surfaces
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Hit the deck, gang, here comes Phineas again! A loop of 3/16 rubber provides these exciting takeoffs for the author's Spad.

to the fuselage. When we built our first biplane waaaay-back when, the local club expert told us to build in a bit more incidence into the lower wing than into the top wing. Apparently this causes the lower wing to stall first . . . the plane remains a relatively stable high winger. Keep in mind that a carefully aligned and rigged airframe is one secret of successful flight.

Two wings produce a considerable amount of lift, so more weight than usual is required in the nose of a biplane. A propeller carved from bass wood is the easiest way to get this weight.

Where do you get bass wood and have it cut to outline shape? Visit the Industrial Arts department of the local junior high school. They usually have bass wood, and the instructor will cut you enough prop blanks for ten years of model building by just coming in with a few of your models and talking to his classes.

Use the "old tall grass" bit for test gliding your model until it is trimmed out. We used one loop of 3/16th in. rubber for power. It provided enough oomph to permit the model to R.O.G. (rise off ground). You might have to use more or less power depending upon the weight of your model. ●