

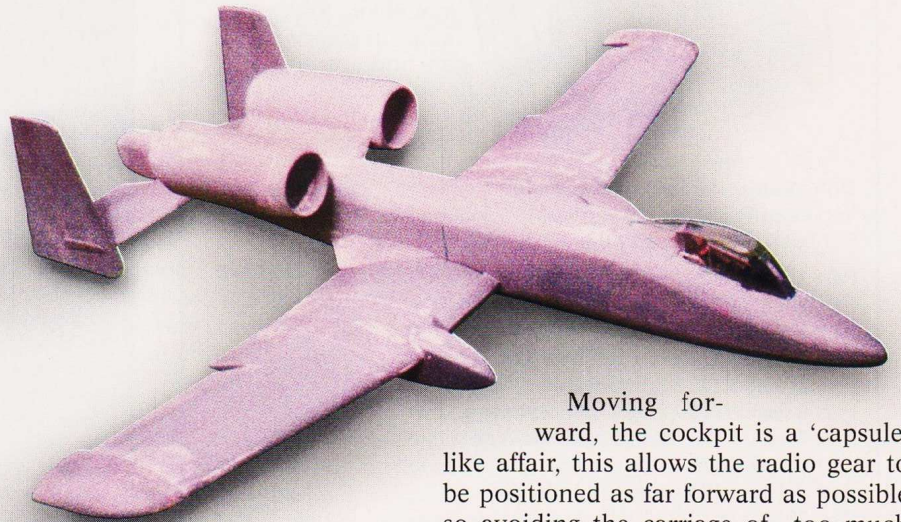
Free time? Try our free plan!

A-10 Thunderbolt

A foam and Balsa PSS rendition of the 'Wart Hog' for the more experienced builder/pilot.

Some say it's ugly, some, like me, are fascinated by its plain purposeful lines, and its simplicity, whatever the attraction may be for you, you have to admit that it might have been designed with modellers in mind.

I came up with this model one non fly able weekend - you know the score, wind, rain, wife, etc! - and I hadn't anything on the bench, so it was a case of 'fix something that doesn't need fixing' or design a new model, the 'Wart Hog' won. I was low on balsa but long on blue foam, hence the final design, anyone who feels that they can fly such a model must by default be a 'competent' modeller so I do not propose a blow by blow, glue A to B type article. I will describe how I dealt with a few areas that might need a bit of clarification otherwise, all the info is on the plan, if you can't find it, or you're not sure, don't build it! It is not a difficult model to build or fly for anyone with a reasonable amount of time as a modeller. If you are still at the 'full instructions enclosed' and 'staggering around the slope just in control stage', please, choose something simpler/easier first and then try the A-10.



Moving forward, the cockpit is a 'capsule' like affair, this allows the radio gear to be positioned as far forward as possible so avoiding the carriage of too much 'church roof'! With no need for a large hatch, simply make a floor to match your canopy, then measure from the top of the fuselage down to about 1/4" from the fuselage floor at the front and rear of the canopy. Join the two lower points, to give your base or floor line, then join the two upper points to give the top line of the

Fuselage

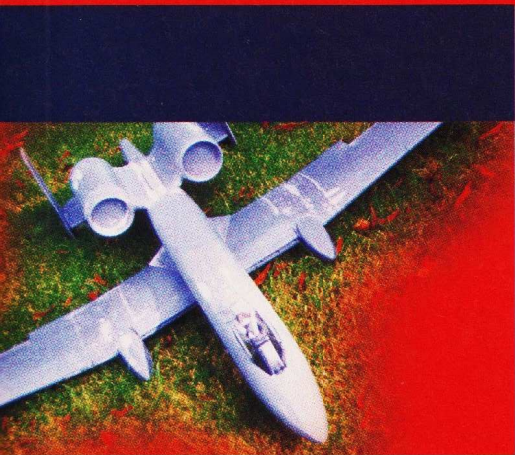
Basically this is your average balsa/ply box with blue foam deckings top and bottom, carved and sanded to shape. If you want a removable tailplane you will need an access hatch in the top deck to connect up the elevators. The tail group is retained by a wing bolt and captive nut, the access hatch is by your favourite method.

The underside showing the U/C pods, the ample ailerons and elevators.



The A-10 ready for the slope.





cockpit. You now have the side view of your cockpit module.

Assemble the sides, floor, instrument panel and rear deck to complete the basic module which you can now detail to your own preference before fitting the canopy. Please don't forget your Hog jockey!

Wing

This is a conventional veneered foam exercise produced in 3 panels, centre and two tips with Balsa LE/TE. The ailerons are large, scale, and cut out after the tips are veneered. The Hoehner type tip sections are made from foam skinned with glass and epoxy, which is also used to reinforce the panel joints. I find glass tissue to be plenty strong enough for these jobs.

U/C Pods

Basically these are a light ply framework to carry a fixed axle, on which the main wheels rotate. This is then fleshed out with foam to provide the finished shape - these units should be taking all

of the landing shocks, if not, what kind of a Hog driver are you? These do need to be strong and secure - prior to fitting to the wing.

Tail-Group

The fins are built on a balsa core with foam on both sides to provide the shape, except at the mounting points where balsa sheet is laminated in place to accept the two mounting dowels and the single retaining screw.

The tailplane is a foam veneered job, as per the wings. Set the dowels in place to mount the fins - you can if you wish fit tubes and use removable dowels, just be sure the fins are vertical to the tail. Fit a ply plate on the centre line to take the load from the mounting bolt.

The elevators are built up on sheet cores with half ribs top and bottom, you can elect for a full span LE if you wish, or you could build two separate panels and use a torque rod. Just be sure the torque rod is up to the job!

Well, we now come to the final but very prominent bits! It's time to build the....

Engine Pods

These are big, so keep an eye on the weight, 75% of each pod is a parallel cylinder from foam, balsa, etc. The choice is yours, I produced the front intake rings by tacking a blank of foam to a mandrel plate and spinning it up in a drill - crude but it works! The pylons are from 1/8th Lite-ply, suitably lightened and the pods are built up in place

Finished in battle grey the Hog looks the part, ready to bust some tanks.



on the pylons. The fuselage top deck is cut away to allow fitting the pod/pylon assemblies, the piece removed is then trimmed and refitted.

Radio

I used two functions for elevator and aileron, I always get as much elevator movement as possible - you needn't use it all, but it's hell if you ain't got enuff! The aileron horns are set up to give a bit of differential, or you could use your nice shiny new computer radio (did you really understand the manual?). Set the CG as shown, it's a fair starting point, refine the final position to suit your personal taste, but watch it!

Flying

Welcome to the best game show in town! Imagine the scene - our hero (me), approaches the edge of the slope, model held high, with confident step, pause, deep breath, and bung...., grief! Did I check the C of G? Whoops! mind that sheep, up, down, wallow, mush, stay with it....., down in one piece, shove a bit more Church roof in and bung....

Yippee!!! It's away! Our hero breathes again (wondered what those black spots were!), removing the bike clips he duly proceeds to terrorise the enemy ground forces (sheep to you!), whilst evading enemy fighter interceptions (crows 'n seagulls!).

The A-10 is at its best low across the slope using large inputs of aileron to jinx and weave and to appear from behind clumps of gorse in a vertical bank before flattening out and engaging the target - great fun! Just keep her moving, the stall is entirely predictable and holds no terrors, although a stall on a high speed, steeply banked turn, has, once or twice, made me wish I had kept the bike clips on! She can be slowed up to truly ridiculous speeds whilst still having good control response so landings are a doddle. Be a little wary of the fins, they are a shade on the vulnerable side on landing, I have come up with a modification if anyone is interested, just drop me a line, SAE please, no charge!

Well, there it is. No doubt some of you rocket scientists out there can and will find lots wrong with her, but the thing is she flies, is simple to build and is a lot of fun. So build and enjoy, life's too short! And remember take care out there and fly safe!

RCMW

Jack Sidebottom