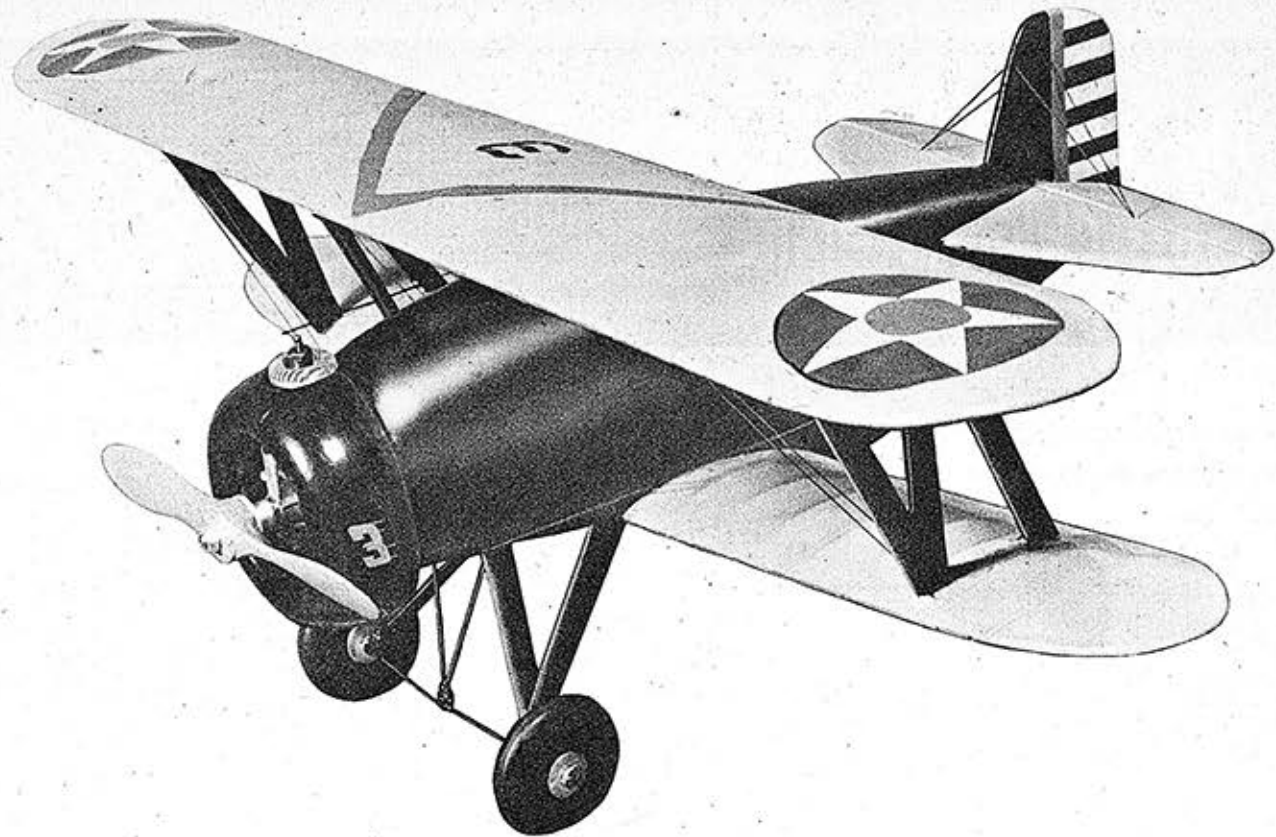




Boeing P-12C

By DICK EALY

One of the most famous bipes of all time as a Class B scale-stunt control-line model

THE trim little P-12 fighter developed by Boeing was queen of the skies during the late '20s and early '30s. The Army designation was the P-12 series, while the Navy's was the F4B series. In appearance it was similar to World War I fighters. Although the aircraft of the late '20s had the benefit of better materials and more horsepower, they did not change too much in performance and tactics from the World War I types. Combat was still considered more of a personal duel involving intricate stunts. The ship described here, the P-12C, was capable of flying 178 mph and had a ceiling of 30,000 feet. Since the plane lacked wing flaps, pilots side-slipped and fish-tailed

their rudder in landing to prevent the plane from "ballooning" across the field and to insure pin-point landings in small airports.

The scale control model of the P-12C is on a one-inch-to-the-foot scale, and makes a fine flying craft.

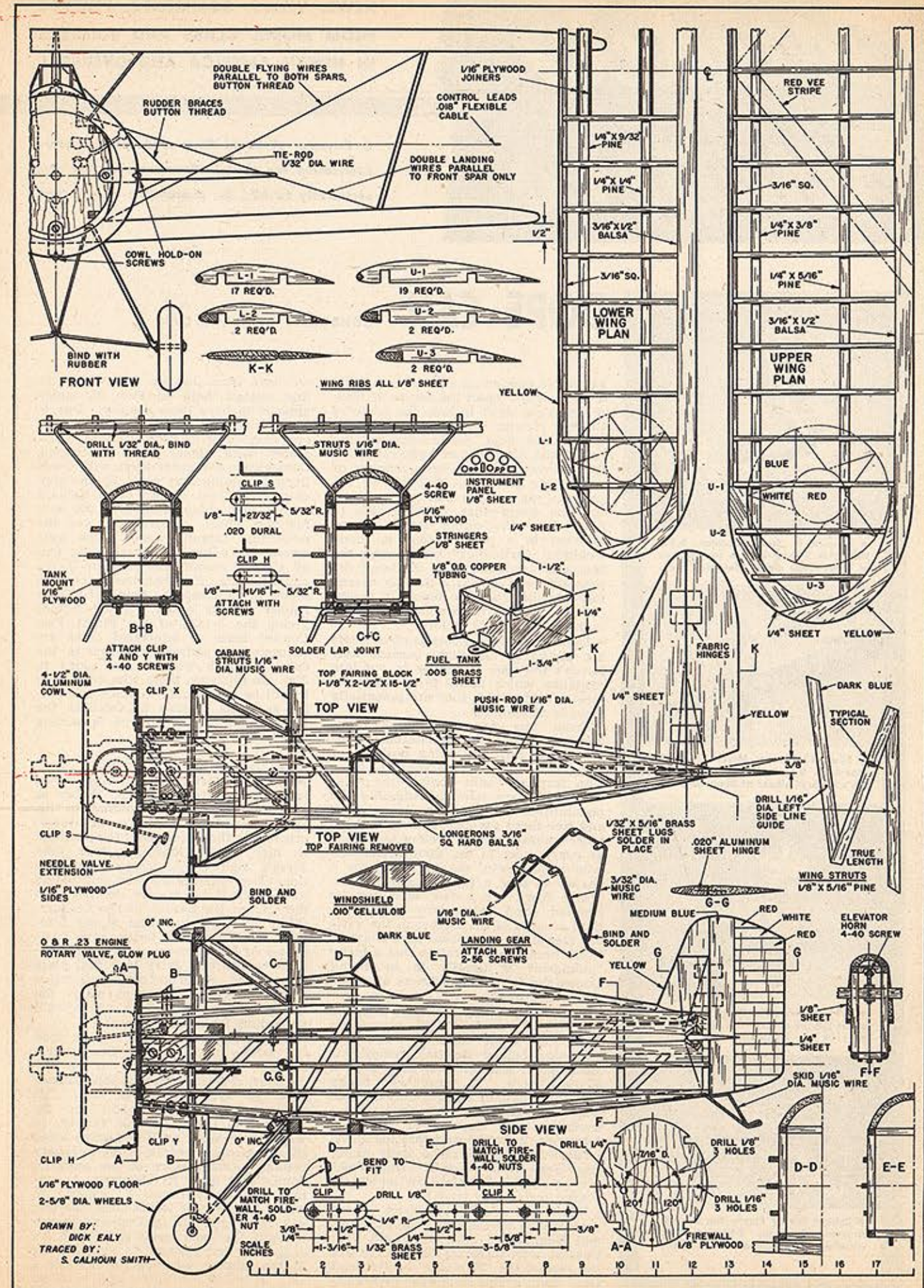
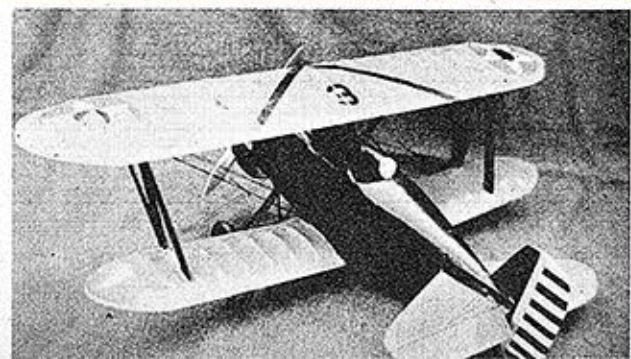
Start construction with the fuselage. Both sides are made from 3/16" square hard balsa. When the cement is thoroughly dry, separate the sides. Notch the longerons at station E. Bend to fit as shown in top view, and install firewall and all cross-pieces as indicated. The diagonal brace across cockpit may be omitted for realism.

Construct the center wing struts as shown in detail "B" and "C," then add the 1/16" plywood floor and 1/16" plywood sides. Form the landing gear and bolt in place, and make clip X and clip Y for the motor mount. Install to fit the Ohlsson 23 engine. Alter as necessary for other radial mounted engines.

Next add the gas tank and bellcrank. The fuselage top cowl is carved as shown. (Continued on page 97)

● A rotary valve Ohlsson 23 is used for power in the P-12C. If you have engine of comparable size and power it can be substituted.

● Full size working plans of the P-12C may be secured as a part of Air Trails Plan #749. See announcement among ad pages, this issue.



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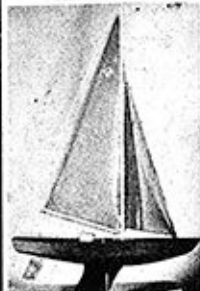
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crate back to the circle after the bottom
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Payload: Instead of aimlessly toting a
bag of jelly beans through the air, give
the model a definite course to fly with
landing in a designated area required.
Throw in a little speed requirement and
this event would be a real index of a
model's efficiency.

Bomb-dropping: The idea is not to hit
the official on the head but to drop a
"bomb" from altitude and intercept it by
dive bombing before it reaches the
ground. This event could be made far
less frightening if the speed of the bomb
was reduced by making it lightweight
and reducing the rate of free fall.

Climb over obstacle: A sort of high-
jump event for the model to measure its
get-up-and-go ability. Take-off and
climb over a five foot obstacle—the
minimum distance required here is the
thing. Along this same line, a series of
obstacles could be set up for precision
flying. You would fly the model over,
under, between, or around. All the
obstacles would be flimsy. If you missed
you would have tissue paper draped
around an otherwise intact structure. If
you stalled out or lost flying speed making
a low altitude turn, it would be
slightly gruesome, but would make this
type of event fairly interesting to watch.

Boeing P-12C

(Continued from page 38)

After completing the horizontal tail, put
in the delta tail-horn made from a 4-40
screw with a hole drilled in its head for
the push rod. The tail slides into place
from the rear; this means it is neces-
sary to remove temporarily the vertical
fuselage tail piece at the rear. Mount
the tail at zero degrees incidence.

Next finish and mount the rudder
and tail skid. The push rod is a 1/16"-
dia. steel wire. The lower wing is
next. Put 1/2" dihedral in each side.
Cement in place with zero degrees in-
cidence. The front spar at station C
attaches to bottom of fuselage. A small
filler block is placed between bottom
of fuselage and rear wing spar. Before
starting the top wing assembly, drill
1/32"-dia. holes in both front and rear
main pine spars, as shown in B-B and
C-C. Make the wing in one piece.
Notch the three center ribs so that wing
may be dropped into place over music
wire center struts. Bind in place with
thread. Top wing has zero degrees
incidence.

Return to fuselage and make the 1/4"
sheet balsa side and bottom stringers.
Add balsa fairing to landing gear and
center wing struts. Add outer wing
struts and lead wires. Cover entire
model with Silkspan paper or silk.
Spray tissue paper with water in
atomizer to shrink it.

Fuselage is given six coats of thin
dark blue dope, as is the rudder, land-
ing gear, struts and cowl. Wings and
horizontal tail receive six coats of thin
yellow dope. Insignia is placed on ruder
as shown. A red "V" stripe may
be added to top wing to denote squadron
leader.

The motor is mounted last and the
aluminum cowl attached. Cowl was
cut down from a deeper 4" version ob-
tained in a hobby shop.

For flying, be sure to offset torque
by bending rudder 3/8" to right side.
Fly on lines not over 45 feet long.

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