

the de Havilland

CHIPMUNK



"Chipmunks" serve with 16 air forces—so there's quite a choice of markings. Danish Air Force insignia is shown here.

Scale expert **FRANK BUCKLAND** tells you how to build an authentic control line model of this famous training aircraft for 2.5 to 5.0 c.c. engines

A COMMON sight these days is the pert little *Chipmunk* as it cavorts about the skies in its role of R.A.F. basic trainer or light club aircraft. Its well balanced lines delight the eye, and a more attractive post-war aircraft would be hard to find. Its model counterpart is strong and is a pleasure to build and fly. Engines of 2.5-5 c.c. are suitable, with performance to match power.

Fuselage

The construction of this model follows usual practice, but to save wasting time the following sequence should be adhered to. Make all formers, mount bearers, add tank, bellcrank support and bellcrank. Cement longerons to *C* and *D*, allow to set and add remaining formers; tail wheel gear should be fixed to *I* before mounting on longerons. Make tail plane and fin and rudder, sand to shape and cement accurately in position after connecting up controls. Check for free movement. Sheet-in air outlet in firewall and add small hardwood

pieces to bearers to take rear cowling screws.

Commence sheeting fuselage by cutting two full length side pieces, 1 in. deep and tapered at rear; when these are glued in position over the $\frac{1}{4}$ in. square longerons, the body will be quite firm and accurate. Complete planking of rear fuselage using strips of $\frac{1}{4}$ in. width as long as possible to reach along below cabin to firewall. Plank bottom of fuselage before fitting wings and also area in front of cabin. When cement is dry, cut slot in fuselage bottom to take rear dihedral brace. Wings can be faired neatly into fuselage with small pieces of soft balsa or plastic wood, and don't forget the fin fairing piece. Make nose block from a hardish piece of balsa. Cockpit floors can be cemented to tops of longerons.

Wings

Build on plan in the usual way. One wing half should be built with the dihedral keeper integral. When dry, this component should be offered up to the fuselage after first cutting a slot immediately in front

of former *D* to take the dihedral keeper. Cement securely at all appropriate places. Next add opposite wing to the dihedral and undercarriage braces and allow to dry thoroughly after checking for accuracy of alignment.

Bend the undercarriage to shape and bolt to the braces as shown with tin straps, then add leg fairings. Do not omit the small wire supports for the fairings, as these prevent twisting and provide a firm fixing. Cover top of wing leading edge with balsa back to the first spar and add soft block tips. Navigation lights can be made from old toothbrush handles. Make wing fairings and add line guide to port wing and 1 oz. lead weight to starboard tip. Cover wing and fuselage with tissue.

Mount engine, and add nose-block, then make the thin aluminium cowling. Note that the top cowling overlaps the bottom half at bearer line, and that only two screws are used each side. Fix rear cabin former and wire front supports as described. Paint cabin floors black and inside cockpit green. Make cabin from celluloid. A pilot enhances the appearance of the model.

Finished model is silver doped all over for R.A.F. types except for roundels, identification numbers (black) and training stripes (yellow). Also there is a matt black anti-dazzle panel on the cowling. Reference to photographs will help here. Most civil types have polished metal surfaces, and here metallised paper comes into its own. (See August and September, 1954, issues of MODEL AIRCRAFT.) This paper should only be applied to wood surfaces. Wings must be silver doped to simulate fabric covering of original. Rudder should also be silver doped.



Royal Air Force "Chipmunks" are silver overall with the usual yellow bands denoting trainer aircraft. Note the black anti-dazzle panel on the cowling.