



Curtiss XF6C-6 Conqueror-powered racer led first Thompson Trophy race field for 17 laps at 207 mph, crashed when gas fumes KO'ed pilot.

HALF-A FREE FLIGHT SCALE: Curtiss Racer

Marine pilot Capt. Arthur H. Page almost won first Thompson Trophy Race in this Navy parasol wing racer which has been a favorite with the model builders since 1930

By WALTER A. MUSCIANO

■ This snappy 600 hp. Curtiss "Conqueror" V-12 engine powered racing plane featured flush-skin radiators on the upper surface of the wing, and this feature was considered to be one of the main reasons for its fine performance.

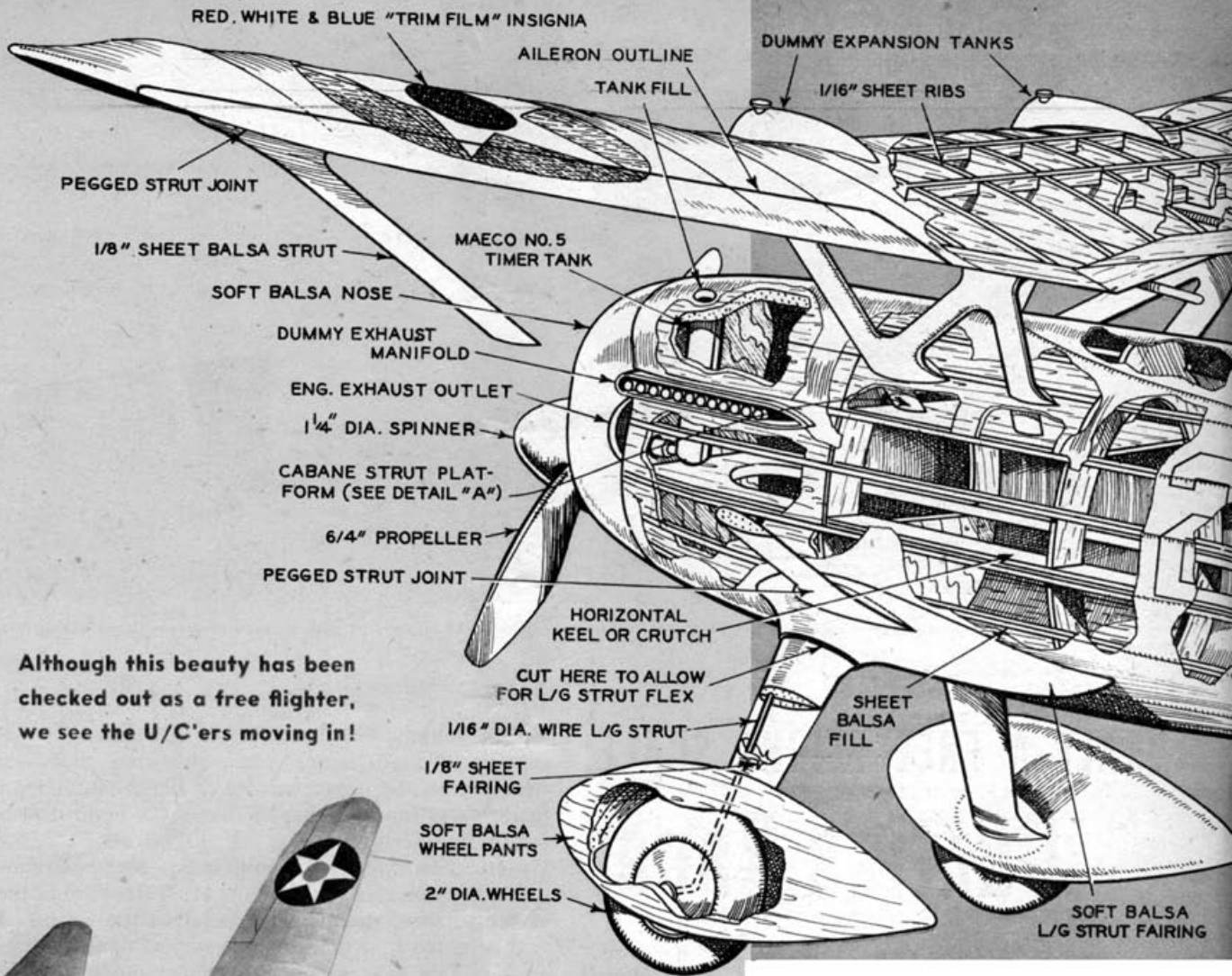
Meticulous care was taken to insure perfect streamlining through generous filleting at all strut joints and, as can be seen, enormous pants faired the wheels. It will be noted that the design is typical of the Curtiss craft of that era, with strong resemblance to P-6E, F11C-2 etc., but with the lower wing removed.

We thank G. A. Page of the Curtiss-Wright Corporation for information on the full-scale craft which greatly contributed to the success of this model; J. "Red" Rehfield was also most helpful.

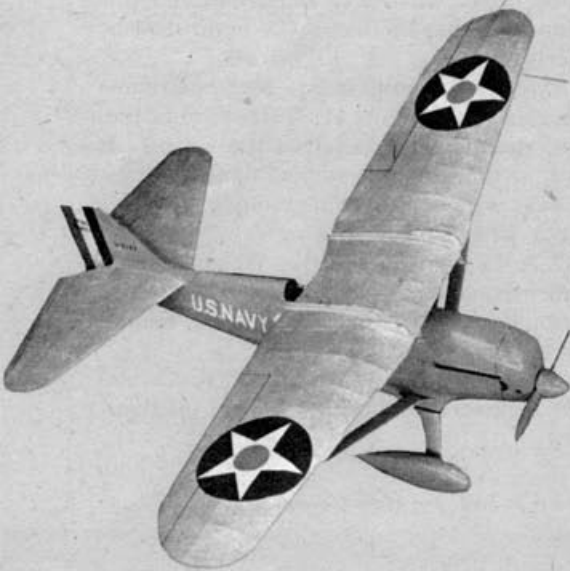
Construction is started by cutting $\frac{1}{8}$ " horizontal keel and $\frac{1}{16}$ " formers and $\frac{3}{32}$ " bulkhead to shape.

Wing is mounted with rubber bands in "pop-off" fashion, can be permanently mounted if desired. For Half-A engines. Scaled 1" to 1'.





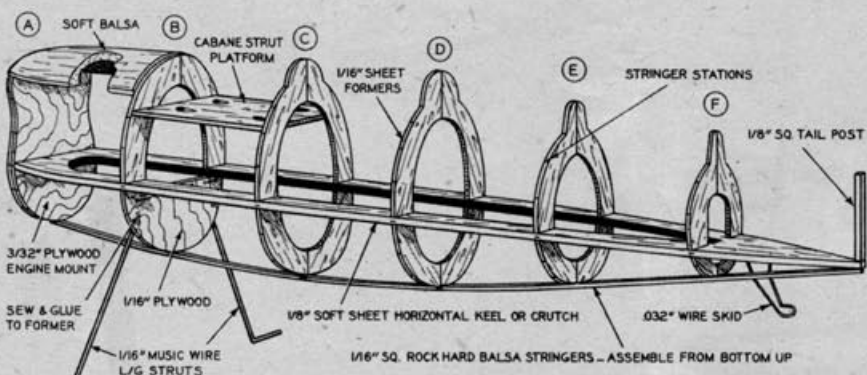
Although this beauty has been checked out as a free flyer, we see the U/C'ers moving in!



All through the Thirties the Page Racer was a classic favorite for rubber-powered scale modelers. It was while reminiscing about the good old days that Musciano decided to try the XF6C-6 with Half-A power and—brother, did he have some startling results! Walt reports that this 156 sq. inch model has turned in flights of several minutes on motor run of 22 sec.

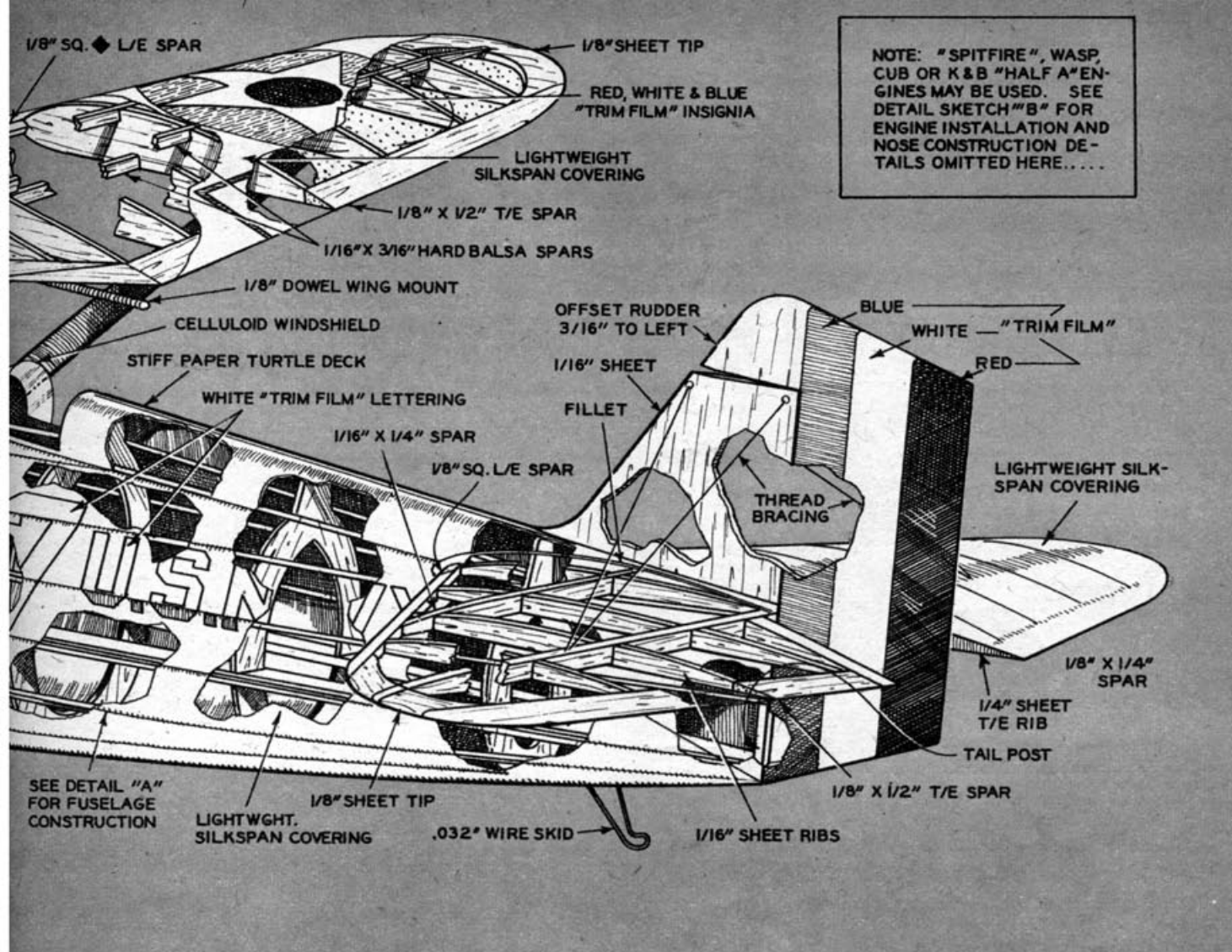
It is suggested that all balsa be well sanded before being cut to shape. In this way all excess nap will be removed from the balsa, and the weight thus saved can be used on finish and other external detail. Now the landing gear should be bent to shape and sewn to the 1/16" plywood foundation. Apply several coats of cement.

Cement all the formers to the keel and, when dry, add stringers. These should be 1/16" square rock-hard balsa. Notice that stringers are cemented directly to the outside of formers without the customary notching. This was done in order to obtain a smooth covering job without the formers being visible. With this method it is not necessary to scallop the formers. Stringers should be applied beginning at the keel and working up and down on both sides simultaneously. Cement the two 1/16" stringers together at the fuselage rear to form a strong stabilizer foundation. Install the 1/16" cabane strut foundation between formers B & C as shown. Cement tailskid to keel at this time.



A PRELIMINARY FUSELAGE ASSEMBLY

The cabane struts are cut from very hard balsa and trimmed to a

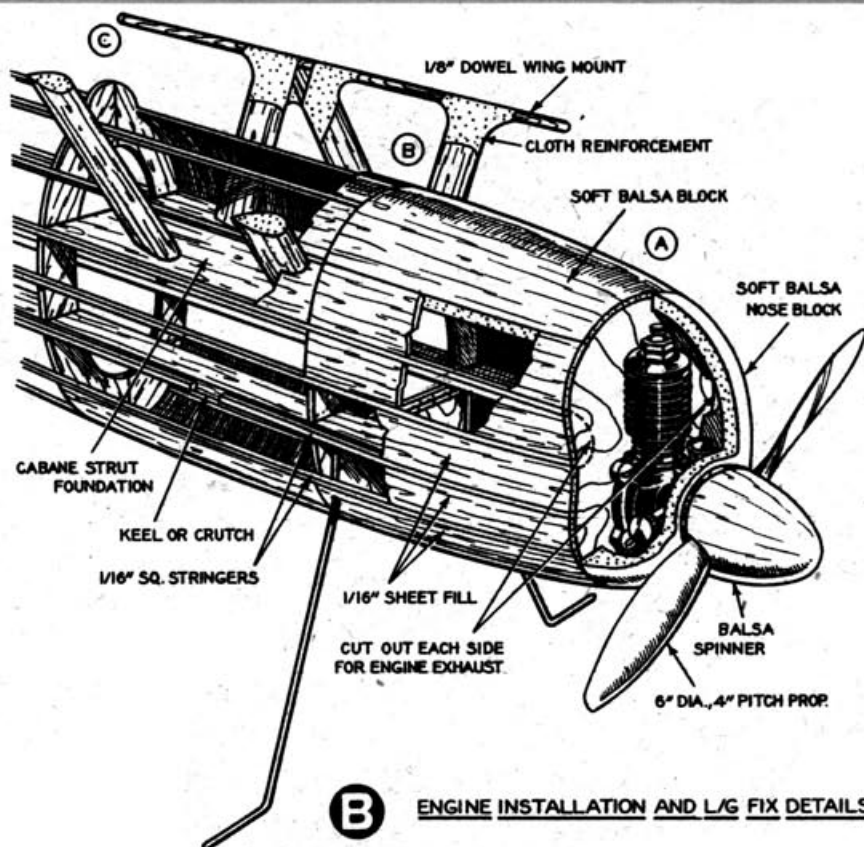


NOTE: "SPITFIRE", WASP, CUB OR K & B "HALF A" ENGINES MAY BE USED. SEE DETAIL SKETCH "B" FOR ENGINE INSTALLATION AND NOSE CONSTRUCTION DETAILS OMITTED HERE.....

streamline cross section. These are then firmly cemented in place to both the 1/16" foundation and stringer. Be sure rear struts are slightly lower in order to provide required incidence angle. Insert diagonal strut. Now cut the 1/8" straight-grain dowels to correct length and firmly attach them to cabane struts by means of fine cloth strips and cement. Install the fuel tank of your preference.

Using soft 1/16" sheet, fill in the nose portions of fuselage where indicated on plan. Add dead-soft balsa nose block and cowl top. Now, carve and sand nose to shape. Remove nose block and carefully hollow as shown. Entire fuselage is next covered with tissue or lightweight Silkspan, with clear dope as the adhesive. Cement the bond paper turtle-decks in place. Water the tissue lightly; when thoroughly dry, apply two thin coats of clear dope.

The empennage is quite simple. Fin and rudder are cut from 1/16" soft sheet balsa for simplicity and to give the added weight required in tail for correct static balancing.



B

ENGINE INSTALLATION AND L/G FIX DETAILS