

A potent machine on the contest scene . . .

Minimum frontal area for ring cowling, a diminishing fuselage aft of the engine. No slow-poke in the air. Takes .35 engines, realistic.

Jack Sheeks'

# FOCKE WULF "FW 190"

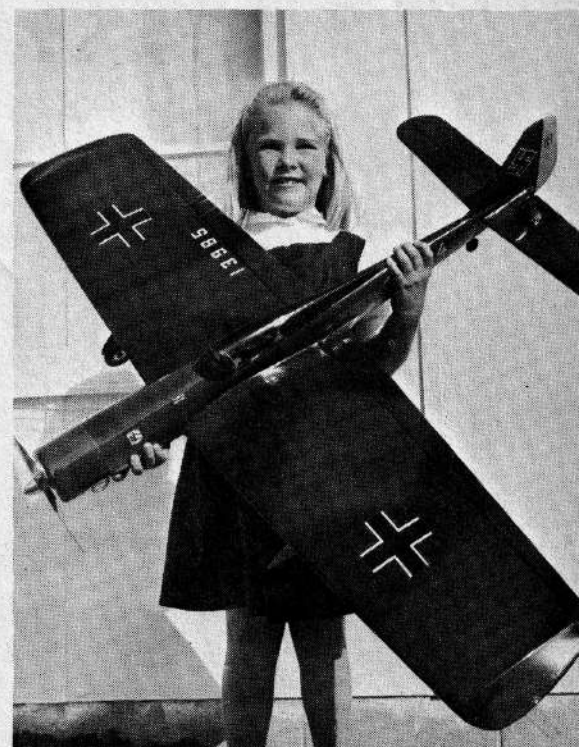
SEMI-SCALE

**FULL SIZE PLANS AVAILABLE THROUGH "MODEL PLAN SERVICE"**

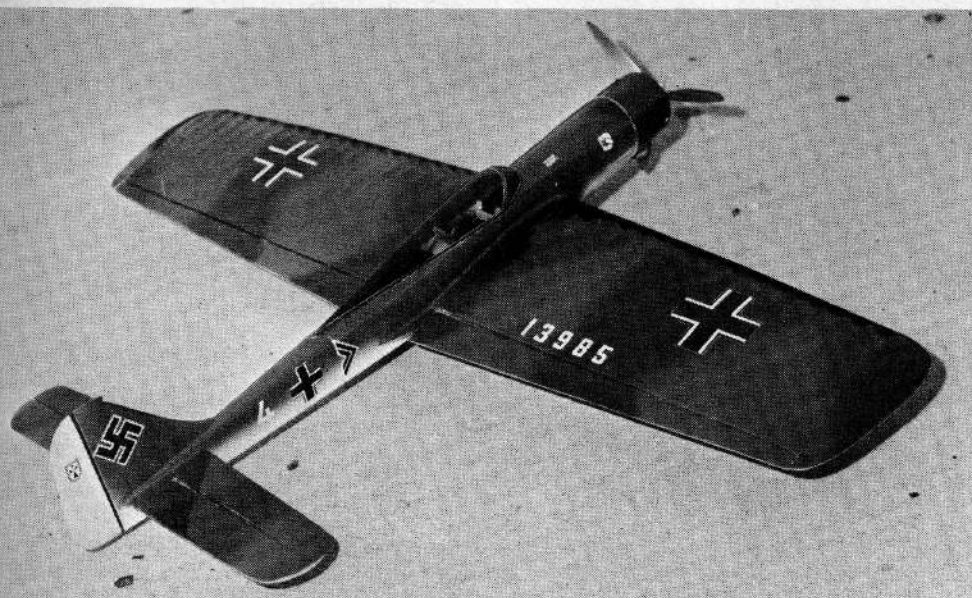
◆ The Focke Wulf "FW 190" was one of the most successful aircraft to emerge from the second World War. It was designed by the Technical Director of the Focke Wulf factory, Kurt Tank. It was first flown on June 1, 1939. After only five flights it was turned over to the Luftwaffe for service trials. The wide track undercarriage eliminated one

of the weaknesses most noticeable in the ME 109.

Despite the lack of forward visibility which was to prove fatal to inexperienced pilots later on, the Luftwaffe pilots were extremely impressed with the nimble new fighter. The ship displayed superb handling qualities, controls were well balanced, plus a brisk



Jack's pretty daughter displays Dad's butchery.



German Focke Wulf could be matched against an Allied forces semi-scale for simulated combat, crowd pleaser for exhibition flying. A good way to keep in public eye, assures a flying field.

# FW 190

... continued ...

acceleration. The design itself was a masterpiece of ingenuity. Marrying a bulky radial engine with a slim airframe without all the fat roundness of other designs. And it worked out beautifully. This ship not only performed well, but it looked impressive and able.

In July 1941 the FW 190A-1 and A-2's were issued to the famous Adolf Galland's JG26 squadron. Right away this helped to return air superiority to the Luftwaffe, for the "FW 190" was superior to the Spitfire V in many ways. It had a 10 to 20 mph speed advantage and could out turn the Spitfire V. The "Kill" ratio soon reached 2 to 1 in favor of the FW, thus the Allies nicknamed it the "Butcher Bird".

One hundred of the FW 190A-3 models were supplied to the Turkish Air Force. This gave them a chance to evaluate the craft against the Spitfire Vb. For they had both fighters operating in their Air Force. The Turks preferred an FW over the Spit two to one.

The FW was so versatile that it was used as a fighter-bomber, a rocket launcher and believe it or not, as a Torpedo Bomber. The "FW 190" was a fine warplane, and lends itself well to a semi-scale stunt model.

For many moons I had been interested in semi-scale stunters and had always liked the lines of the FW, but a radial cowl airplane has too much blunt nose area, I kept telling myself. This was my feeling until I saw a "Zero" flown by an old club mate of mine, Charlie Serie. The bluntness didn't bother that one. He won quite a few contests with it. Charlie liked his so well he's building a new one now, as the original clobbered.

To shorten a long story, I came across an old airframe that had long since been forgotten. A bare frame with an I-beam hanging in it. What to do with it, that was the question. After sketching three or four different planes around the frame I decided to cut into it and try a "Focke Wulf." Out came my butcher (slightly knicked and bent) knife and the chips flew. As they flew I kept wondering if the plane would fly as well as the chips when I finished it. As the ship started to take form, I became more and more enthusiastic, as it looked as if it might turn out to be a good one. The weight was fine, not

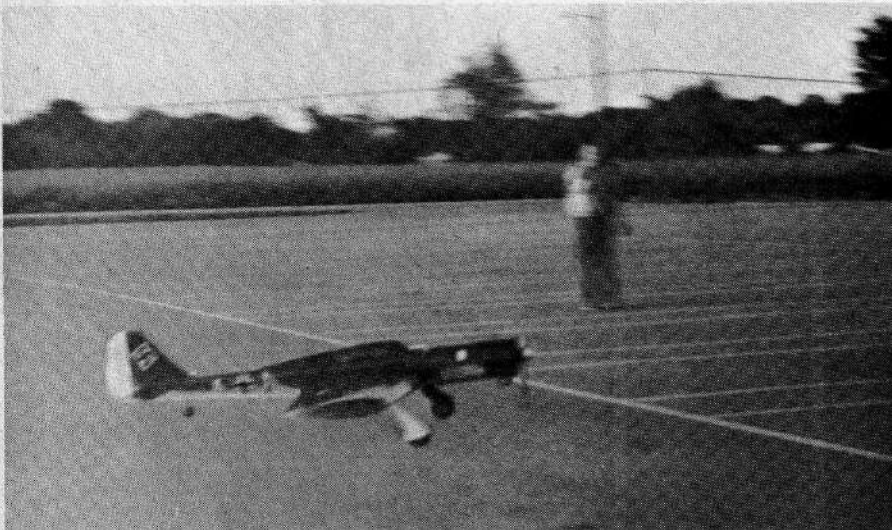
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Modern contest Stunt Controline demands a fine aircraft, durable finish. The age of the exotic & realistic aircraft. Adds interest to action.

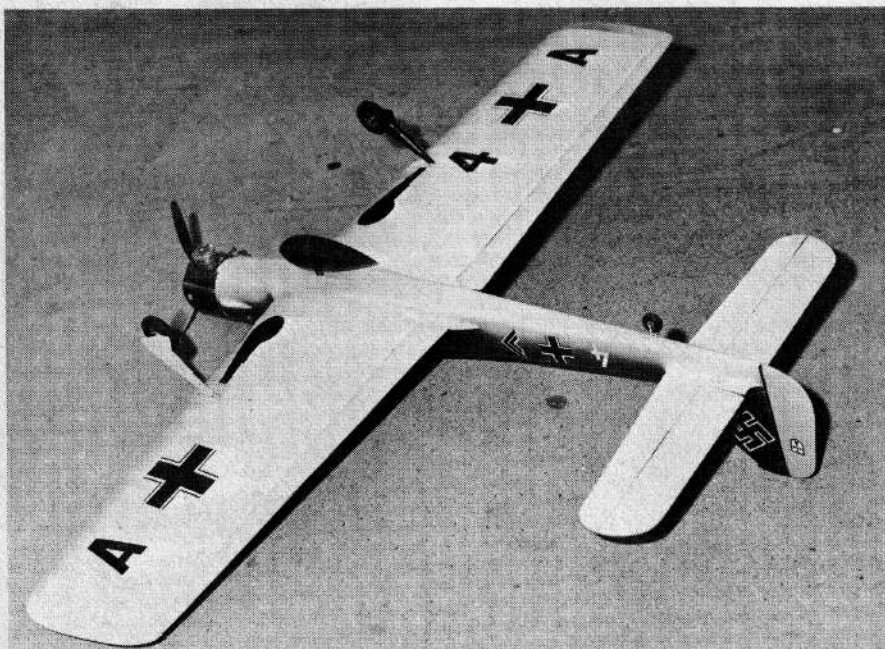
**FLYING MODELS**



Ribs stripped from sheet with a template, ends trimmed for taper. Stunt proportions, a flyer.



In the air it is agile and able, good pattern.



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**FOCKE WULF 190**

(Continued from Page 22)

too heavy, the controls worked freely, so just maybe, it would be ideal.

Finally the day came when we could test it in the clear. All the way to the flying field, we all kept wondering if it would be a little tail heavy. Long rear moment and short nose, but the extra weight from the nose blocks would counterbalance that I thought.

On arrival at the field everyone waited and let me fly first. I think they all wanted to see me splash it. The wind was a little brisk, but as my buddy "Ash" always says: "If they're going to fly, they'll fly in the wind." Famous last words! With the help of fellow club mate Jerry Caldwell, we prepared to fly. We got a good engine setting right off the bat, and cut her loose. The ship lifted her tail and taxied on the gear, gained speed and lifted very smoothly. By the time the ship had made 10 laps I became more confident and decided to try a pattern. Much to my surprise the ship was a little nose heavy, which I like anyway. Getting older you know. With each consecutive flight the little ship performed better than the one before. Either that or I was getting more nerve, I can't tell which with the wind the way it was. Anyway we all decided the "FW 190" was worth keeping and competing with.

With great haste, a final light finish was applied. Since there were many variations of colors that could be used,

it was hard to choose, but after looking at my immediate supply of dope, my mind was made up. Would you believe green? Two tone with a gray bottom and a yellow rudder fin, with red on the lower part of the cowling. Well, I like it and it is mine!

To get into the construction part of this project, start by selecting light wood. I've heard many modelers say they can't figure out the assembly technique on an I-beam wing model, but really it is easier to build than the "Nobler" type wing. There's a small diagram in the corner of the plan showing how they go together. Study it along with the plan and I think you will see how easy it is to assemble.

Get your wife's or your mother's sharp utensils out and start by cutting the two I-beam halves out of 1/4" balsa sheet. Cut the I-Beam doublers from 1/16" plywood and glue into place. Now cut the body doublers from 1/16" ply while the saw is still hot. Next the body sides from 1/8" balsa sheet. Glue the doublers and motor mounts into place, then place a weight on them till they dry. (We don't mean your flying buddy either, he'll take up too much room on the workbench). While these are drying hack out the stab, elevators and rudder from 1/4" balsa sheet. Sand them to shape, hinge the elevators and install the control horn. As you can see I utilize my time, that way construction is much quicker. Now install the 1/8" and 1/2" capstrips on the I-beam.

Place the 3 1/2 oz. Veco tank between the body sides and install the 1/8" plywood formers in place. Align the body sides and glue them into position let dry and then glue rear of body into place. Cut the flaps from 1/4" balsa sheet and sand them to shape. Now bend the landing gear from 1/8" dia. spring steel wire. When this is done, snip the wheel skirts from tin stock. Bend the tailwheel wire and mount it on the 1/16" plywood. Cut out the end tip former from 1/8" balsa sheet, then turn body upside down on flat surface, place the I-Beam in the body. Slips the tip end formers on the I-beam.

Now insert the leading and trailing edges into position. Install the flap control horn and align and glue all points. After this has dried, install the bellcrank floor and bellcrank. Bend and install the pushrod from the bellcrank to the flap control horn. Glue the stab and elevators into position, then bend and install the rear pushrod. Make sure the controls are free moving and install the leadout wires. Now cut the rear body formers in 1/2 sections from 1/8" balsa sheet and glue them into place. Install the landing gear and tail wheel.

Start the block balsa work on the model by tack glueing them into position, then sand and shape all blocks. After this is completed, remove the blocks and hollow them. Once this is done, glue them back into final position and final-sand them.

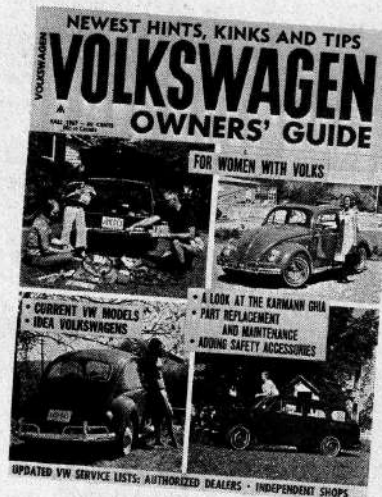
Now swipe a pot from your little girl's cooking set (what a nice daddy! . . . the Editor) and cut it to fit. Mount your engine so you can fit the cowl

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around it, then remove the engine.

Next, saw out four ribs from  $\frac{3}{4}$ " balsa to fit next to the body. Then cut all other ribs from  $\frac{1}{8}$ " soft balsa sheet and install them, cutting them at the rear to fit.

Shape the wing tips from  $\frac{1}{2}$  balsa and install them, then final sand all rigs to size.

Glue the rudder into position and let the model dry. At this point your finish begins. Usually I don't recommend how to finish a model. But I've read so many different ways people finish their ships, I decided to put in my two cents worth.

While the model is not yet covered, sand the model all over with #320 wet and dry paper until it is smooth, then put three coats of unthinned dope over the entire model. Now obtain an old peanut butter jar (less the gooey contents) and a large can of any talcum powder from the drug store, I use the cheapest I can find, 'cause the effect on the nostrils is of no importance. Now put some of the talcum into the jar and with clear dope mix it up till you make a pliable putty out of it. Using your finger to spread it, place a little on any imperfections on the model, also spread a base coat of the paste into fillet joints, around wing, rudder, stab etc. When this dries sand the entire model again, shaping the fillets. Now comes the part most guys don't like. Cover the entire model with SGM Silkspan. This is not as hard as it sounds. I use a pair of scissors, a gob of double edge razor blades and a pencil. Just cut the Silkspan to general form, then mark for the wing and stab. Cut it out and then soak it in warm water and hang it up to let the paper drip he excess water off. If you've never noticed before, Silkspan has one side which is slicker than the other. Make sure that side is up for less work. Then brush on some clear dope on the part to be covered, right out of the can with no thinner and don't be stingy with it. Place your SGM on it and straighten it with your fingers or anyone else's who wants to get dope on them. Trim to final size with the razor blade. When you come to concave curves where the paper doesn't want to lay down, cut it as often as needed for it to lay down. Use extra dope, smoothing it with your fingers. Messy isn't it? But the results are worth it.

Here's a small tip when covering the wings. When you cover one side turn it over and cover the other side right away. Why? Cause if you don't the one

side will dry pulling the wing into a warp.

After you have covered the entire model let it dry well, then brush on five coats of clear dope or until the paper begins to shine. After it has dried, use your #320 W/D paper and sand it smooth, but be careful not to sand through the paper. Now get your talcum powder putty out and fill in the overlaps of the paper. Finish off the fillets, allow to dry and sand. Any imperfections that show through the paper, fill them with the putty and sand them smooth.

Now mix talcum powder, clear dope and thinner ( $\frac{1}{2}$  proportions) and spray or brush three or four coats over the model letting each coat dry adequately. Now with #320 W/D, sand model until it is smooth. I use a spray gun for this and the rest of the finish.

After you have the model nice and smooth spray on three coats of color. Your basic color is always the lightest color to be used. After it has dried for a day or two, wet sand the entire model to a dull smooth finish. Spray on your final coats of color. Follow when dry with four or five coats of clear dope, sprayed, thinning the last two coats until they are very fine. Let model dry for about three weeks. Then using regular auto rubbing compound, rub the model by hand or with a buffer. Put on your decals, cockpit detail and canopy. After decals have set up thoroughly, put on a good coat or two of auto wax, such as Vista. The finishing technique really is not too hard, and you'll be pleased when the ship is done.

Well, I've rattled on for quite a spell now, so I'll close hoping you like your "FW 190" as much as I do. Good luck, and happy landings. ●

