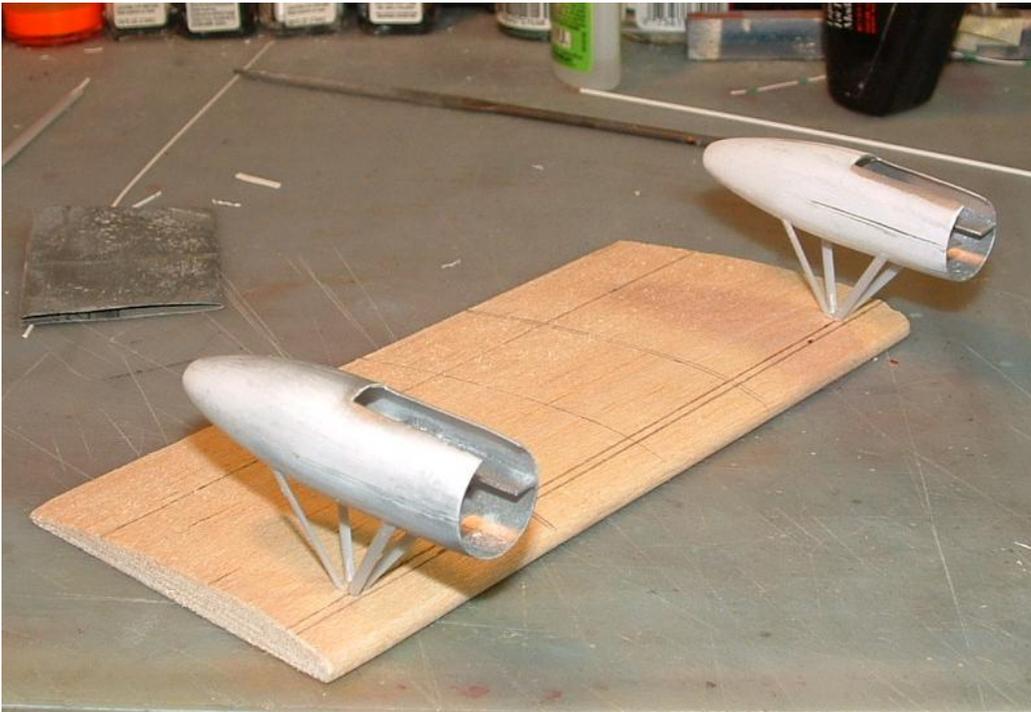


Curtiss NC4 Flying Boat Part 3

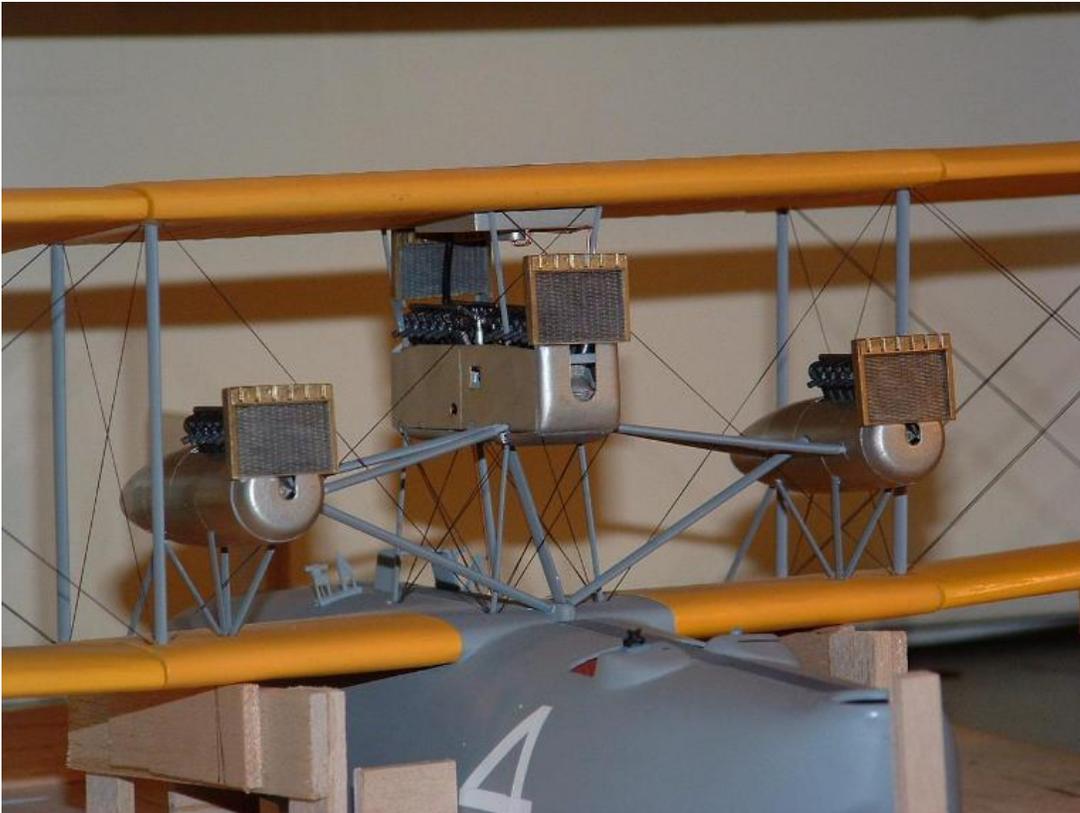
Scratchbuilt in 1/48 scale by Mike Robinson



Wing Nacelles vacu-formed over wood master. A scrap piece of balsa was made to the same size as the lower wing to make an assembly jig for cutting struts to length.



Nacelles after being painted, and the forest of struts cut to fit. Cradle for Assembly Jig helps hold everything in constant alignment to keep things square and even.



Engines and Radiators installed. Remember the comment on the two scales being used in the plans? This is where it bit me good. I made masters to cast the Engine Crankcases and the Cylinders. After casting 4 really nice crankcases, and 50 really nice cylinders, it was then I discovered that I made the crankcases in 1/48th scale, and the cylinders in 1/32nd scale. As Homer Simpson would say... DOH! So I said to heck with it and used the white metal Liberty's from Aeroclub. They clean up nice and look good when painted, and the props I had custom made by Martin Digimyer, through Copper State Models.

Tail Booms

- The Main Booms are 1/8 inch dowel sanded to a taper on the ends. Center Fittings are aluminum tube, drilled for Cross Tree and braces. Cross Tree made from Contrail Strut Material, cut to length and pinned for strength. Center Tail Boom also made from Dowel. All were painted with Gray Lacquer and epoxied into place into holes predrilled in wings and tail.



Tail Booms being built. All were cut to length with the while model was firmly held in place in jig.

Rigging

- Rigging is a combination of Lycra thread used for wing bay and control line rigging, and Nylon Monofilament used in the Tail Booms for strength. All holes pre-drilled, and CA used to anchor lines in holes.



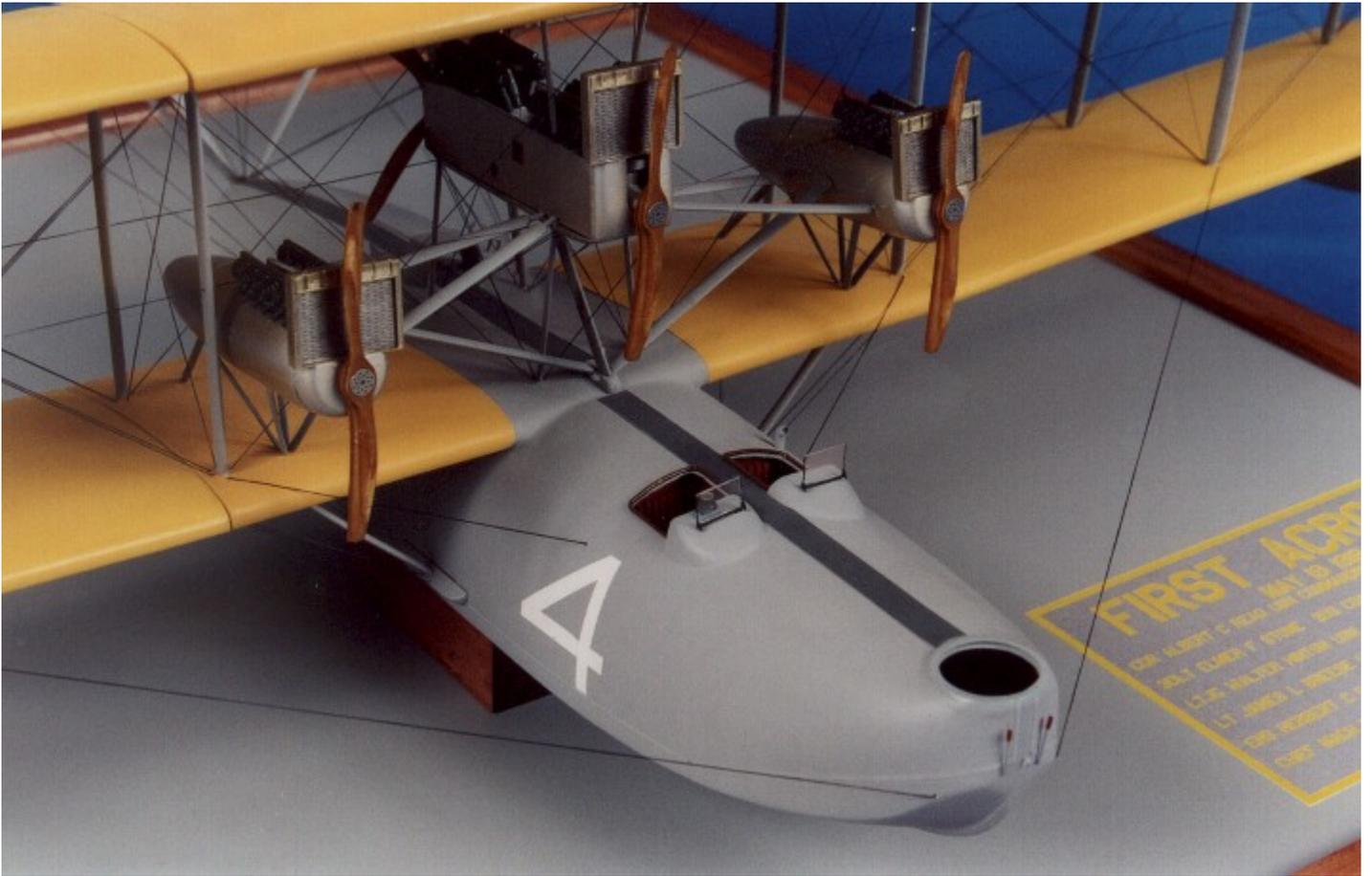
Lycra was used for Wing Bay and Control Line rigging, Monofilament was used for the Tail Booms for strength and to hold it all in place.

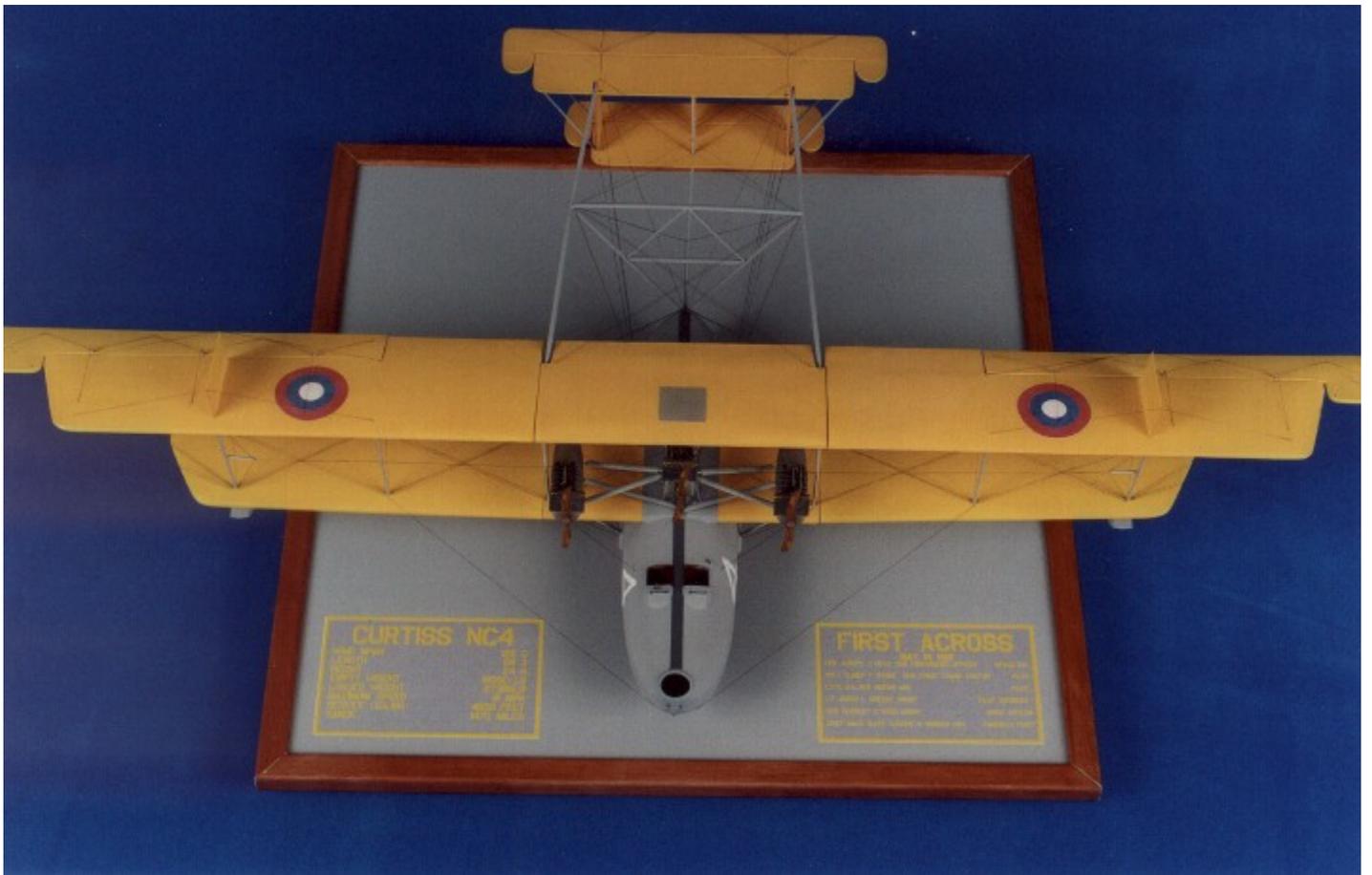
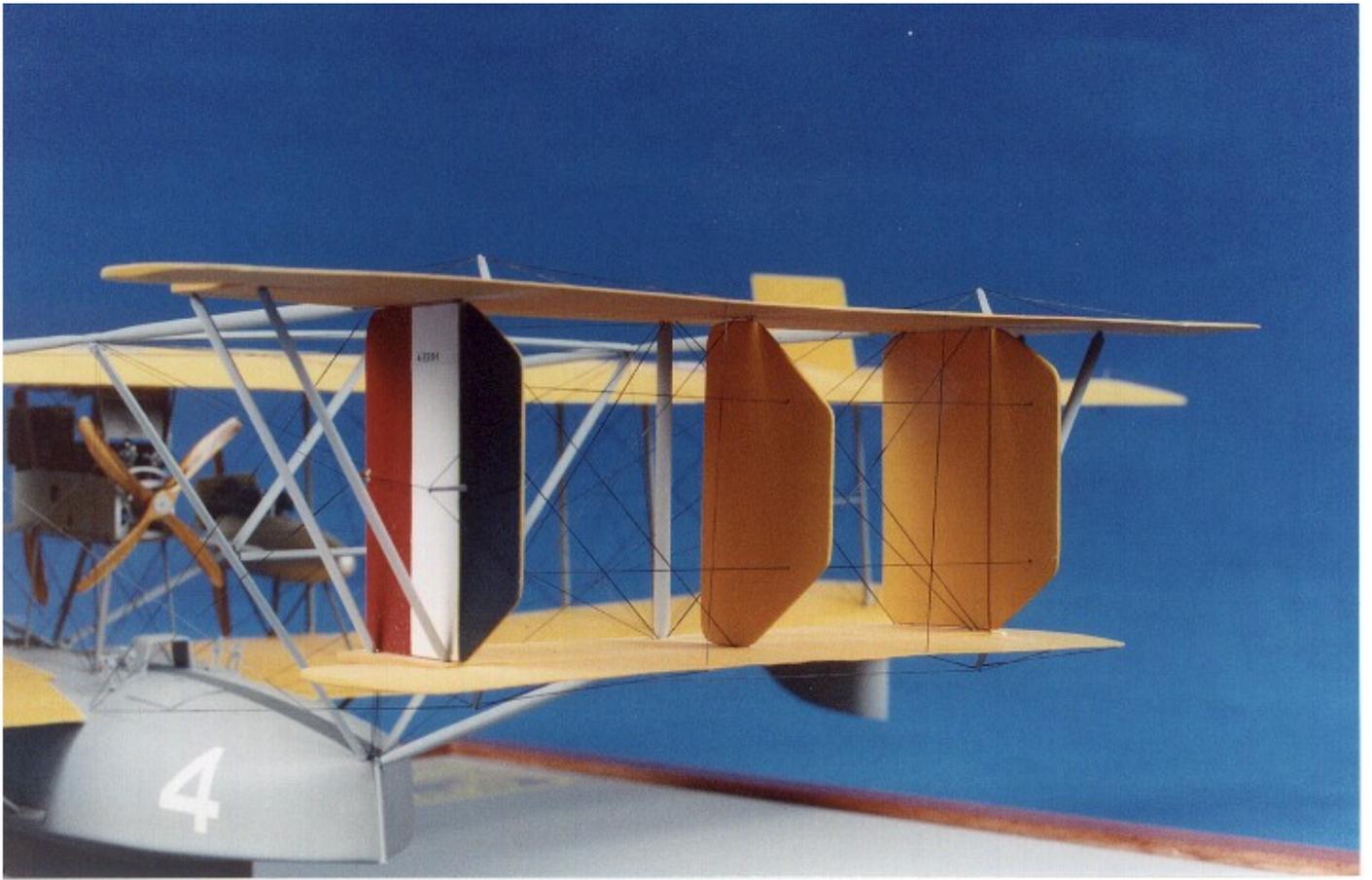
Painting and Decals

- Hull painted with Gray Auto Acrylic Lacquer, with strips of white decal paper used to form the Numeral 4 at all 5 locations.
- Wings and Tail painted with Model Master Insignia Yellow, fin flash painted using Insignia Red, White, and Blue, with Serial Number from scrap decals.
- Wing National Insignia made using PC and Detail Master decal paper.
- Struts and booms painted with Gray Auto Lacquer

Construction

- Nothing unusual in construction once parts were fabricated. Epoxy and CA used almost exclusively for strength and for filling seams. The basswood hull master was cut at the forward bulkhead and left inside the assembled halves for added strength. A special jig was constructed to hold airframe in alignment as construction progressed, and also served as a transport caddy. Finished base is ½ inch particleboard, sealed and painted with the same gray used to finish model, and the pedestal is a block of mahogany. Altogether about 734 hours were put into building the model. Currently the model resides in it's new home as part of the NC4 Display at The Glenn Curtiss Museum in Hammondsport NY.





This was a rewarding project, in that I not only had a chance to exercise some techniques I've used before, but I also had a chance to learn some new ones along the way, talking to other modelers and seeking their input. Is this model perfect? Heck no. I'll be the first to admit it's not... it has it's share of flaws and I know there's a few places that I had to make some "ejimicated" guesses due to lack of reference material, but over all I am very pleased with the results. It never fails to draw it's share of ooo's and ahhh's wherever I take it, and it has won three awards, First place in Scratchbuilt Class at BUFCON 25, First Place in Scratchbuilt Class at NOREASTCON 2004, and First in Class at SYRCON, as well as Best Aircraft at SYRCON. It's a unique model of a unique subject, and I had a ball building it, which is after all, what modeling is supposed to be.

The model is now on permanent display at the Glenn Curtis Museum in Hammondsport New York, as part of their display on the Navy's and Nancy's transatlantic flight.

I want to give a special thanks to a couple of individuals who helped with the model and the photography.

Fellow club member Pete "Pig" Fleischman and his wonderful little vacu-form machine did a great job in pulling the hull halves.

Another club member, Tom Johnson did the great photography work.

Also to everyone here at www.aircraftresourcecenter.com and www.hyperscale.com for following along in the "In Progress" section for their support and encouragement. It helped push me along at times when I was ready to chuck the whole thing.