SCALES CRAFT, Continued

Rumpler C-5 of 24" span. At $2.95 each they are well detailed and contain premium grade balsa. Die-cut parts are cleanly stamped and fit well. Plastic parts are a real boon to beginners and save considerable time for the average modeler. WW-1 decals are authentic and colorful. Rubber-powered, can be easily converted to 1/4A.

New numbers in Guilow's Private Plane series will be all high-wingers, which are generally the best flyers; these span 24" and sell for $1.95 each. Trio includes Curtiss Robin, DeHavilland Puss Moth and Fieseler Storch, all rubber-powered and perfectly sized for .020-.024 cu. in. engines.

FILLETT AIR POCKETS? Joe Forbes of Butte, Montana, complains of "air pockets" in his fillets. A common occurrence where two surfaces meet at right angles (with or without a filleted radius), this seems to happen often when Butyl-rage dope is used. Some of his Butyl-rage dopes seem to go on in layers, whereas other types "freeze" into previous coating. Another factor might be the method of application. If entire area is painted at once, quick shrinking action may be the culprit, forming a bubble which enlarges and expands as shrinkage develops. Partial remedy might be to paint just the horizontal surfaces and allowing them to dry thoroughly before painting vertical areas. Might be that longer drying periods would help here, as bubbling might be encouraged by lack of adhesion of still somewhat moist paints which will lift off easily due to its pliability.

RIGHT? WRONG? It sure is surprising how "fan mail" can average out. In a rundown of scale sizes, a brief mention was made about 1/2" scale coming on strong for detailed "shelf" models. John A. Post, McGuire AFB, New Jersey claims no one scratch-builds in 1/2" scale any more. Well, chaps, Cleveland Model Co., 4510 Lorain Avenue, Cleveland 2, Ohio, has been selling a very extensive line of 1/2" scale plans, so someone is buying (and building) from them!

Then Robert Norris, Kansas City, Kansas tells of his extensive model experiences in 1/2" and 1/25th scale (for the average Joe, these are practically the same). During the mid-twenties Bob tried to popularize a really odd-ball scale. sez Bob, "Since 1" is equal to 25,444 millimeters, 12-mm to 1-foot/10,254th scale (for all practical purposes, 1/25th). Any metric-scale ruler thus is ready made for this odd-ball scale. By converting all prototype dimensions to inches and reading the millimeters scale directly as inches, accurate detail drawings are a relatively simple matter.

Bob uses this system for scaling rubber and .020 scale F/F models, as well as multi-engined ukie jobs. If you have a celluloid ruler around that has a metric scale, read the rules Bob's quote again and see how simple his method is. We hasten to add—this is no replacement for exact 1/25th scale, but an easy, workable method. Truth of the matter is, on a 1" scale model of a 25" span prototype, an error of only about 1/4" creeps in to make the model slightly under-size. A small price to pay for such a simple system.

Contrary to what we mentioned in an earlier issue flat white for plastic models is available in spray cans. It's Fleta Soft Spray 'Namel, #SF2 (69 cents a can).

Bob Kaye of Historic Aircraft-Dechal, 12088 Blazing Avenue, Minneapolis, Minnesota, has available four different sheets of German decals, including swastikas. Thanks, John.

Hedgehopper
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on the .012" dia. wire leading edge protector. After the wire is glued in place the leading edge can be faired to it, and then given several coats of glue.

It helps to use a brand new, single-edged razor blade when cutting and beveling the dihedral joints for the two wing halves in order to get a clean, solid joint without crushing the soft wood. Pre-glue each half several times before joining them. Polyvinyl glues are excellent for this joint. Block up each tip 1/2" to get the proper dihedral. Now comes the most important advice I can give you. Make certain when joining the two panels that they are absolutely true to one another regard to the angle of attack. Failure to do this correctly is probably one of the biggest reasons for later adjustment headaches, and one of the reasons why two seemingly identical airplanes will sometimes refuse to adjust to similar flight patterns.

There are four reasons why I prefer balsa to bass or spruce for fuselages. It is lighter. It is faster and easier to