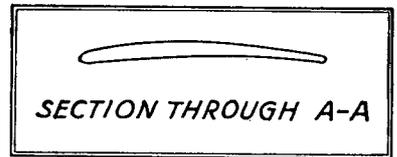
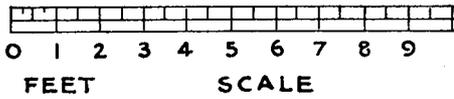
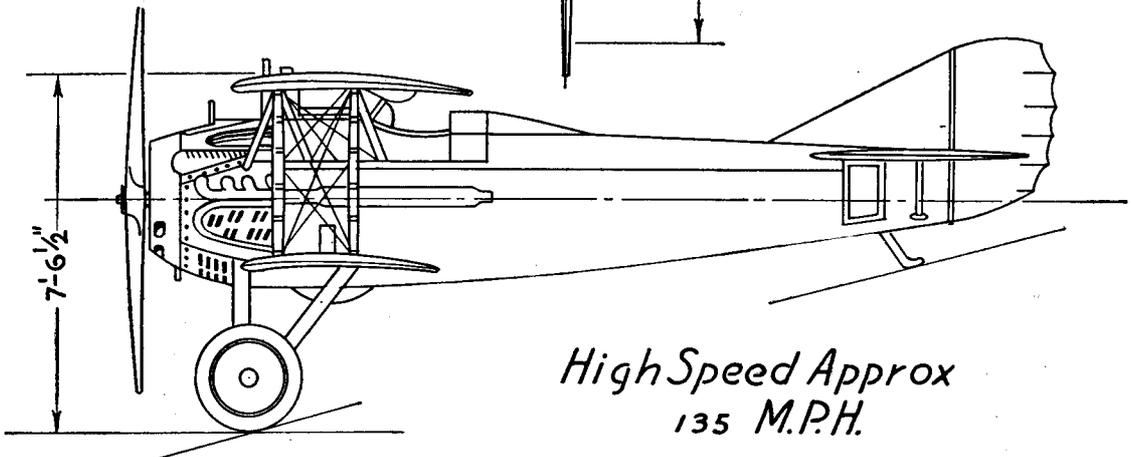
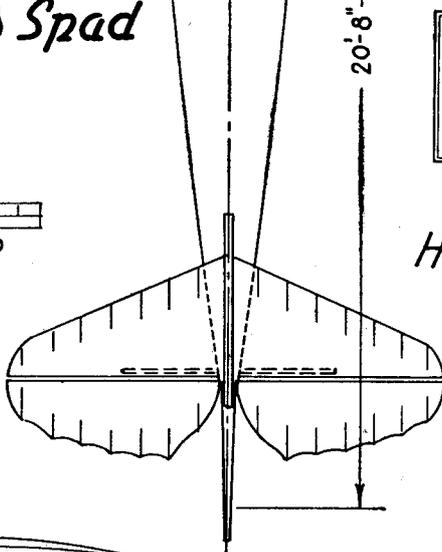


*Col. Rickenbacker's Spad
Type 13 C.1*



*Hispano-Suiza Engine
220 H.P.*



Modeling the World War Spad

Some of us builders go in for flying models; others for “solids.” The plan with this article have been drawn up for the latter – for fellows who like to get detail down to the last flying wire. A popular size for models is the one-quarter-inch scale, allowing plenty of leeway for detail. The collection made by the writer, however, is just half that size – one-eighth-inch scale, and anyone who has done much work in that scale knows it can be hard on the eyes at times. But whatever your favorite, if you haven’t tried your luck with the Spad, get going! You’ll have the time of your life.

For those with pet tricks and short-cuts for making scale models, kindly overlook any suggestions or ideas that may seem outmoded, outdated, or just old-fashioned; every builder will work out his own technique, and if he follows the plans, will end up with a snappy model. The following is offered only to those who may require some helpful hints.

Balsa wood is recommended for the fuselage, tail, and rudder. Razor edged cutting tools are needed for carving the balsa, which should be well sanded after cutting. If exact work is wanted, make a photostat of the plans and then trace the outlines on wood before cutting.

For the cockpit: cut out a section of the fuselage where the cockpit is to go. Then work from the inside out, hollowing out and smoothing before placing the section back in.

Several coats of paint will remove all traces of the cutout lines.

Landing gear: twist the end of a pin to get your axle-hole. The other end of the pin is affixed to the fuselage and glued on. Wheels obtained from miniature train or truck sets can be used if you want the small scale job. Use another pin as an axle.

A neat stunt for obtaining the effect of ribbed wings: glue strips of thread along the top surfaces, beginning a little back from the leading edge. Cut off excess and apply paint. Several coats of paint provide a very realistic effect and give you a trim-looking job.

Flying wires: use needle and thread and lots of patience. If you can sew on a button, you’ll find it no trouble to sew the thread in place, being sure to glue in place after tightening. Then cut off thread bits that show on top and bottom surfaces. After several coats of paint the surface will appear smooth and thread holes will disappear.

When finished you will have a model to be proud of.

Here’s a hint for fellows who have trouble with cockpits. Cut out the entire section of the fuselage around the cockpit. Then, using a heated nail, “burn out” a hole where the cockpit goes. By using sandpaper wrapped around a pencil, you’ll be able to smooth it out and get the desired effect. The glue the section back into the fuselage and smooth it down before painting.

Scalloped trailing edges can be acquired by wrapping a small piece of sandpaper around a brush or pencil. Use light strokes to avoid breaking the balsa wood edges.

With a model like the Spad, where the lower wing is flush with the fuselage bottom, glue the wing on before assembling the entire wing section.

The best results in struts can be obtained by using pins, these can be stuck through the balsa wood wings – glued into place. Then use nippers and a file to remove the pin sticking out above and below the wings. If struts are wider, glue a thin strip of wood behind each pin. Painting will make it appear as one unbroken line. It is best to paint all surfaces before assembly, with the exception of the top wings upper surface and the bottom wings under surface. This leaves time for filing down pins. Then apply the paint, or lacquer or dope, until a smooth finish is acquired.

The following information, sent to us by Colonel Rickenbacker, will help you with the color scheme:

“The fuselage was a two-tone green camouflage. Landing gear and tail surface had the usual Army markings. Wings were of a cream colored fabric with the Allied colors in circles (Red, White, and Blue – red on the outside and white in the middle). The private marking (on Rickenbacker’s Spad) was a Hat in a Ring with Number One. The struts were yellow, propellers mahogany,

and the trailing edges of the rudder and stabilizers were scalloped.”

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