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Douglas DC-3 Dakota launcher

The Douglas DC-3 airliner ranks among the best machines of all time. Dakota has become a symbol of reliability and elegance. Although the aircraft was created in the 1930s, its design was so far ahead of its time that some examples are still flying today.

Basic technical data: Span 28.9 m, length 19.63 m, weight 7536 kg, maximum speed 368 km/h. A simple model of this famous airplane is built from balsa scraps tl. 1, 2 and 3 mm and from plywood thickness 1 mm. It is especially suitable for beginners because it can be built in a few hours.

FOR BUILDING (drawing is in actual size, unmarked measurements are in millimeters):

We redraw the outline of the hull 1 over carbon paper onto a balsa board, thickness 3 and cut it with a sharp knife or razor tip with an overlap of about 1 mm around the perimeter. We grind it with sandpaper to the exact shape. Then we sand the hull smooth on both sides. Made of plywood, thickness 1, we cut out two overlapping strips 2 again and glue them on both sides to the front of the fuselage. After drying, clean them around the perimeter again with sandpaper. Paint the glued hull once with clear zip or top glossy nitro varnish and after gently sand when dry. We cut wing 3 from balsa thick. 2 and grind to the exact shape. Sand the underside smooth, paint it with clear nitro lacquer and sand it gently. Then we sand them from above into a profile according to the drawing, paint them again and sand them.

We cut the tail surfaces 5, 6 from balsa thick. 1, sand smooth on both sides, gently round the edges, paint and sand the surfaces. Motor nacelles 7 will be made in the same way from balsa thick. 2.

Grind the 8-pin for shooting with a diameter of 2 from a bamboo splinter or from a cutting of spruce slats, varnish it and sand it. We carefully drill a hole in the bottom edge of the hull with the tip of a round needle file and insert the pin into it and glue it thoroughly.

We leave the model in the natural color of the wood so that it is not too heavy; we will limit ourselves to color accessories only. Will use preferably colors for plastic models Humbrol, Revell or Unicol, which have a great hiding power and are easy to work with. Moving surfaces, window and door contours, D-CADO license plates on the SOP and on the wing, exhausts on the engine nacelles and the front of the fuselage under the cabin are indicated on the individual parts of the model with black ink with a tube pen. We draw the LUFTHANSA inscription on both sides of the fuselage with thin blue paint, also with a tube pen. Stripes ria on both sides of the fuselage, leading part of the wing, stripes on both

paint the sides of the SOP and the lower part of the engine nacelles blue, the space inside the blue stripes on the SOP yellow. Cut the wing in the places where it breaks from above with a

sharp knife, break it and then fold it upside down according to the drawing. We grind out a cutout for the wing in the fuselage. Attention, the wing must fit into it exactly, while the 1° angle of its adjustment must be observed! In the rear part of the fuselage, we will make a notch for VOP, the angle of which should be set to 0° . Glue the folded wing thoroughly to the fuselage. We stick a piece of balsa thick on them from below. 3 so that when viewed from the side the line of the bottom of the fuselage is smooth. We glue 4 transitions of smoothed balsa thickness to the drain edge. 1. We stick the VOP into the notch in the rear part of the fuselage, we stick the SOP on top of the fuselage. When gluing the parts, we make sure that they are perpendicular or parallel to each other. We slide and glue the two motor gondolas onto the middle part of the wing.

We check the position of the center of gravity and possibly import lead scraps into the model, which we insert from below into the front of the fuselage between the two cleats. We can fly the model on a slope, in which case it is unnecessary to equip it with a firing pin. We can also throw it into a slight right turn without a pin, but before that we twist a small negative (about 1°) above the infrared radiator or the hot plate of the electric cooker on the left half of the wing. We twist the negative on the wing even if we intend to shoot the model. We will use a loop of rubber with a cross section of 1x3 mm and a length of approx 150 mm. The model in flight is very similar to the real Dakota.

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