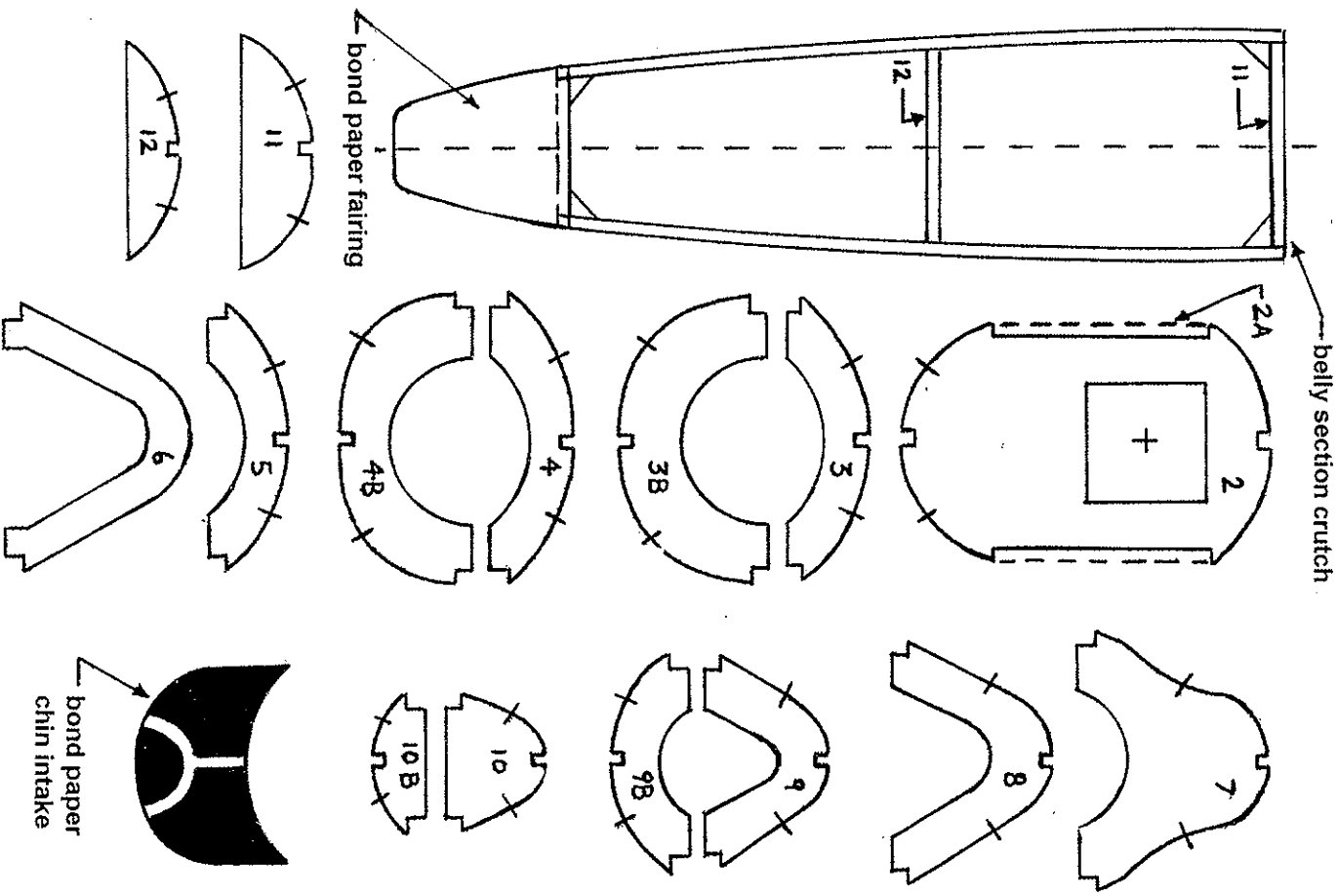


BAY STATE MODEL CO.

USAAF CURTISS P-40E WARHAWK

Wingspan 16" Length 14 1/8"

Designed & Drawn by Mike Nassise 8/04



All formers from 1/16" sh.

Any washout method you choose to use will require that you pin down the wing after covering and doping while everything shrinks and tightens up. Believe me, we're talking "flying on rails" for any ship that's got washout goin' on. Now, when you holler "Washout!", on the field, it will be at your timer because you're workin' on a max flight.

A Golden Oldie Article Via Airflow



WORKING WITH GLUES by Mike Nassise

In recent years I've used cyano glues in constructing the vast majority of my models. There's no question in my mind that they reduce building time and allow you to build stronger and straighter airplanes than the aliphatics, and the older cements such as Ambroid and Duco. I do not, however, use cyano glues exclusively. For certain applications, such as laminating balsa strips, the use of cyano glue is limited. Here, an old fashion glue such as white glue does the job better. Despite the fact that the white glue is not "instant bonding", it's the glue of choice for this particular operation. Indeed, the old fashion glues still have a significant role to play in many aspects of model building.

I've learned the hard way, for example, that a cyano glue is not the best of choices when gluing the end grain sections of balsa stick uprights to longerons when assembling fuselage sides. When you place any sort of stress on these joints after they have been put together they often have an annoying habit of "popping" apart easily, indicating a poor bonding of the joined materials. This, I think, is due to the wicking of the cyano up between the grain ridges of the cut end of the stick, leaving the wood actually in contact with the longeron uncoated with glue. Any one of the other glues, since they are much more viscous and have much less tendency to wick, will work better here. I prefer Duco, myself. It holds those uprights firmly in place.

I also prefer the use of aliphatic glues like Tite Bond, etc. when laying in fuselage stringers because it gives you some time to make adjustments and get things "right" before the stringers are "locked in place" which is not the case with cyanos. Here, instant setting glues are actually a detriment to good work. Cyano glues have a big advantage, however, when you are trying to harden or stiffen pieces of balsa wood or repair fractured parts such as formers. They are also unbeatable for "nailing down" thread wrappings as on landing gear mounts.