



First in Expert: Terry Nitsch; 1/8-scale F-86 Sabre Jet; 14 lb.; 58" span; BVM kit; foam/fiberglass; Zap CA and Z-Poxy; Coverite Presto metal finish with Ditzler acrylic enamel paint; BVM .91; Viojett fan unit; Powermaster JP-4 fuel; JR PCM 10SX; 9 channels with 13 servos; BVM retracts and tires with Glennis wheels; winner—'94 Top Gun and '94 Scale Masters.

WHEN WE ARRIVED early on Thursday morning at the West Palm Beach Polo Club, site of the '95 Top Gun Invitational, the excitement was thick in the air. Modelers from the U.S., Canada, South America and Europe were busily setting up their pit areas along a huge flight line hundreds of yards long. Gorgeous scale aircraft ranging from WW I fighters to modern jets were unloaded from vans and wagons as sun tents were pitched. This was truly a feast for the eyes, and it was only the beginning. Four days of scale competition at its very finest lay ahead—and a wide variety of exhilarating R/C exhibition flights. This remarkable scene unfolded under overcast skies that cleared only occasionally during the event. The infrequent showers did not dampen anyone's spirits, however, and static and flight competition was completed by Sunday as planned.

TOP 95 GUN

SCALE SHOOTOUT

SPONSORED BY
MODEL AIRPLANE NEWS
& PACER TECHNOLOGY

by TOM ATWOOD & GERRY YARRISH

PHOTOS BY WALTER SIDAS, GERRY YARRISH, TOM ATWOOD & JIM OHORATO





Second in Expert: Garland Hamilton; 1/6.5-scale F-80 Shooting Star; 18 lb.; 80" span; BVM kit; foam/fiberglass; BVM .91S; BVM Viojett fan unit; BVM special fuel; Airtronics Infinity; BVM retracts; second—'94 Top Gun Expert.



Above & right—third in Expert: Ramon Torres; 1/6-scale Cessna O-2A; 18.5 lb.; 91" span; all scratch; fiberglass and molded honeycomb composite; Zap; HobbyPox paint with K&B hardener; hand-painted markings; two O.S. .46 engines with 12x6 Rev-Up props; Texxon fuel; Futaba 9 PCM; 13 servos; scratch-built, geared electric retracts with sequencing gear doors; fifth—FAI '92 World Championships.



Fourth in Expert: Jeff Foley; 1/6-scale T-33A; 20 lb.; 85" span; Jet Model Products kit; fiberglass and foam; Zap; automotive primer and K&B epoxy paint; painted stars and stripes with smaller Dry-Set markings; O.S. .91; Dynamax fan unit; Sig fuel; JR PCM-10; 13 servos; JMP retracts; 5 lb. shaved off model's weight with lightening efforts, including built-up horizontal stab and control surfaces; vacuum-bagged gear doors.



Left & below—fifth in Expert: Nick Zirolli Jr.; 1/6-scale F6F-3 Grumman Hellcat; 48 lb.; 96" span; all scratch; fiberglass fuse, wooden wing and tail; automotive acrylic lacquer paint; painted markings and weathering; Sachs 5.2 gas engine; Zinger 24x14; Airtronics Vision, 6 channels; 7 servos; Robart retracts and tail wheel; custom-made tires. Pneumatic sliding canopy opens and closes with landing-gear operation.



Seventh in Expert: Corvin Miller; 1/4-scale Globe Swift; 21 lb.; 80" span; scratch-built; balsa and ply; Imron (same as full-size); Z-Poxy; hand-painted markings; O.S. 1.60 twin; Zinger 16x6/10; Pro Power; Airtronics Infinity 6-channel; 10 servos; scratch-built retracts; Vailly Aviation wheels; Robart tires.



Eighth in Expert: Mike Barbee; 1/4-scale deHavilland 82 Tiger Moth; 16 lb.; 88" span; Duncan Hutson plans; balsa, spruce and ply; Delron base and clearcoat urethane over Supershrink Coverite; Zap; Dry-Set markings; Laser 150; APC 16x8; Cool Power; Futaba 1024 ZAP; 5 channels; 6 servos; operating LE slats; cable control system; Best Civilian—'94 Top Gun.



Ninth in Expert: Charlie Nelson; 2.8"/ft.-scale Waco VKS7F; 32 lb.; 93" span; balsa, ply, fiberglass and aluminum; dope over Sig Koverall; Zap; Hand-painted markings; Seidel 7-cylinder radial; Zinger 22x10; Red Max; Airtronics Vision, 8 channels; 9 servos; flaps and retractable, wing-mounted landing lights; model was built around the dimensions of the Seidel engine.



Above—sixth in Expert: Kim Foster; 1/4-scale Sopwith Pup; 15 lb.; 80" span; Mike Reeves plans; balsa, pine and spruce; automotive lacquer over Sig Koverall; Zap; hand-painted markings; Laser 200; Zinger 18x8; Cool Power; Futaba 4-channel; 4 servos; cable control system; actual rib stitching. USA Scale team member—'92 to '94.

Below—tenth in Expert: Stephan Durrstein; 1/6-scale Douglas DC-3; 29 lb.; 126" span; Fiber Classics kit; fiberglass fuse and wing, ply spar; epoxy base, automotive clear coat; airbrushed and computer-scanned markings; two O.S. .91 4-strokes; 3-blade 12.5x7; Red Max; Multiplex, 7 channels; 11 servos; Fiber Classics retracts with Kavan tires. Decals made with a PC to make color copies on decal paper.



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Third in Team: Frank Tiano (right) and Ed Newman; 1/6.5-scale KI-61 Tony; 18 lb.; 86" span; balsa, ply and spruce; K&B primer and paint; Zap and Z-Poxy; hand-painted markings; O.S. 1.08; Zinger 14x8; Cool Power; Futaba; flaps; Platt retracts.

Right: first in Team: Bob Violett (right) and Jerry Caudle; 1/6.5-scale P-80 Shooting Star; 16 lb.; 80" span; BVM kit; foam; balsa and fiberglass; Coverite Presto with PPG acrylic paint; Zap; Dry-Set markings; BVM .91; Viojett fan unit; JP-4 fuel; JR, 10 channels; 12 servos; BVM retracts and wheels; lights; sliding canopy and split flaps; wheel brakes; speed brakes; tank drop.



Fifth in Team: Steve Elias and Ian Richardson; 16.5-scale T-33 Thunderbird; 16.5 lb.; 80" span; BVM kit; fiberglass; foam and wood sheeting; Coverite Presto; epoxy paint; Zap; Dry-Set markings; BVM .91; Viojett fan unit; JP-4 fuel; Futaba 9ZAP; 10 servos; split flaps; BVM retracts; tires and brakes.



Thirty-second in Expert: Skip Mast (right); 1/16-scale Lockheed HC-130H; 17 lb.; 97" span; scratch-built from own plans; balsa-covered foam; epoxy finishing resin, lacquer primer, epoxy paint; Zap; 4 K&B .21 engines; Master Airscrew 9x4; Airtronics; 7 servos; Zinger wheels; flaps; scratch-built retracts; strobe light; operating cargo door with cargo drop. Rivets and panel lines made with latex paint applied with old drafting pen.



Fourth in Team: Bob Fiorenze and Graeme Mears; 1/6.24-scale P-38 Lightning; 34 lb.; 100" span; Yellow Aircraft kit; Fiberglass; foam & balsa; Endura polyurethane; Zap; Chroma-Teck markings; 2 Moki 1.5 engines; Graupner 16x8 3-blade props; Byron fuel; Futaba 9ZAP, 8 channels; 10 servos; Fowler flaps; drop tanks; wheels; brakes; 4 separate pneumatic systems.



Thirty-fourth in Expert: Wayne Siewert; 1/6-scale KI-84 Frank; 32 lb.; 88" span; Aero Tech kit; carbon-fiber fuse; foam and balsa aluminum wing spar; acrylic lacquer automotive paint; industrial epoxy; hand-painted markings; Zenoah G-62; Zinger 20x8/14; Futaba; 7 servos; Century Jet retracts with Yellow Aircraft wheels; kit derived from Don Smith Plans; fully detailed aluminum cockpit.



Sixth in Team: Jim Sandquist (shown here) and Jess Larson; 1/4-scale Super Stearman; 45 lb.; 96" span; Bob Dively kit; balsa, ply, fiberglass, aluminum; Sig Koverall and Randolph dope; Bob Smith glue and Pica aliphatic resin; hand-painted markings; Brison/Sachs 4.2 gas; Clark 22x12; Futaba, 5 channels; 6 servos; Robart, fixed, shock-absorbing Oleo struts; Bennett smoke system; FTE dummy engine.

Well over 13,000 people passed through the polo-ground gates during the event. Once again, primary sponsors were Pacer Technology, manufacturer of Zap glues and adhesives, and Model Airplane

News. A host of contributing sponsors provided thousands of dollars in cash and prizes for the contestants. The people who really make Top Gun possible, of course, are the modelers themselves. The

countless hours they have dedicated to the building, flying and perfecting of their master-level scale models and the creative genius they bring to the task, are ultimately what make Top Gun possible.



Seventeenth in Expert: Jim Wilkinson; 1/8-scale JU-87B Stuka; 21 lb.; 91" span; wood, fiberglass cowl and pants; acrylic enamel, Zap; airbrushed markings; Zenoah G-38 gas; Zinger 18x6/10; Futaba

7UAF; William Bros. wheels; landing lights; sliding canopy; dive brakes; bomb drop.



Above—twenty-fifth in Expert: Art Johnson; 1/8-scale North American P-82; 31 lb.; 102.5" span; all scratch; balsa, ply, aluminum tape finish; Zap; hand-painted markings; 2 O.S. 1.08 engines; Zinger 16x6; Byron sport fuel; Futaba 9 AUP; 18 servos; scratch retracts;

William Bros. wheels; 4 wheels retract; 8 gear doors; 2 sequential inner doors; Art's fifth F-82 model. Above left: Ret. Col. Art Johnson's pitman starts the twin Mustang's powerplants. The F-82 model has independently controlled engines that were electronically coupled by Art's Futaba radio.

Right: Chris Burrige of Ontario, Canada, pulls his Zenoah G-38 through a few revolutions before firing up his Hawker Typhoon. Built from Chris's own plans, the British fighter weighs 22 lb.; 85" wingspan; scratch-built retracts and split flaps.



Left—twenty-first in Expert: Bob Underwood; 1/4.5-scale Hiperbipe home-built; 15 1/4 lb.; 73" span; all scratch; balsa, plywood; built-up wings; Coverite with Du Pont automotive enamel; Zap and aliphatic resin; painted markings; O.S. 1.60 twin cylinder; Zinger 18x6/10; Cool Power; Airtronics Vision, 4 channels; 5 servos; Du-Bro air-

filled wheels; opening doors; Jerry Nelson flying wires; fourth Hiperbipe Bob has built.

Dave Platt (second from left) looks on as his 1/8-scale Grumman Mohawk is lifted into position for static judging; 23 lb.; 96" span; balsa, plywood—traditional building techniques; K&B fiberglass resin and Parson's 0.6 oz. fiberglass cloth, K&B epoxy paint; 2 O.S. .91 4-strokes; APC 14x6 props; Ace Pro 8000 radio; scratch-built retracts. Larger version of Dave's '94 Top Gun model. Winner—Best Military, Best Designer Scale and Critics Choice. Dave was an announcer at this year's event.



HEROIC RECOVERIES

Modelers are by nature problem solvers, and there was no shortage of resourcefulness and sportsmanship at Top Gun whenever a bit of

adversity was encountered. Ray Labonte flew his gas-drinking, Enya V-240-powered, A6M5 Zero ably, but when he ran out of gas while on the wing, the ensuing dead-stick



The Team entry of John Tozser and Bill Fuori—this beautiful 1/4-scale 1930 Fleet Biplane—taxies into position for takeoff. Powered by a Quadra 42 gasoline engine, the Fleet has an 84 inch span and weighs 21lbs.

Kinner Replica Engine

The work of John Tozser (Stewart, FL) is an excellent example of the painstaking efforts and fine craftsmanship that are typical of Top Gun competitors. John's Team entry—a scratch-built 1/4 scale Fleet biplane—was piloted by Bill Fuori. This beauty was built of balsa, spruce and plywood following American Historical Society drawings. It's covered with Ceconite covering and painted with yellow and black butyrate dope.

Among other things, the plane features functional flying wires, adjustable-tension landing gear, full cockpit details and very authentic rib stitching. (John actually machined a pair of scissors to get the proper size "pinking" on the pinking tape used to cover the rib stitching). But the icing on the cake is an exquisitely crafted 5-cylinder dummy engine.

The engine is a miniature 90hp, 5-cylinder Kinner engine that John machined out of plastic, brass, aluminum and wood. The cooling fins on the cylinders, heads and manifolds were individually machined out of plastic. Valve covers are molded acrylic and the pushrod covers are small aluminum tubes. The heads and cylinders are held together with 00.90 bolts and nuts, and the intake and exhaust manifolds are attached to the head with 00.90 bolts. The five cylinders are set in silicone rubber to absorb vibration.

John doesn't know how many parts he used to make each cylinder, but he estimates that each cylinder took about 50 hours to complete!

—Jim Onorato



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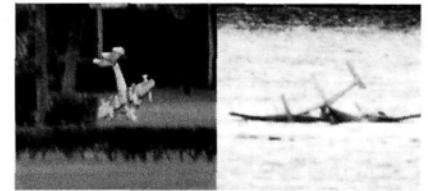
landing had an unfortunate outcome: the model was damaged and the wing broken into two large pieces. No matter: eight square feet of marine glass cloth, 16 ounces of Z-Poxy, and an afternoon-through-the-night's worth of labor later, the Zero was again flying. Nobody would have believed it, but Ray was back in the action. He finished 23rd in Expert.

Then there was Stephan Durrstein's hard-working crew from Mulheim, Germany. Last year, an inflight radio problem resulted in the demolition of their DC-3, stripping them of the chance to compete in flight competition. On their first flight this year, just after take-off, their new DC-3 wallowed in a near stall and had to be brought down before the crosswind caused it to drift too close to the flight

line. When it slammed down onto the grass, the landing gear and supporting structures were mauled. Stephan and crew worked through the night to repair the plane. Subsequent flights were good enough, in concert with static points, to give them 10th place in Expert. Job well done.

There were several other situations where pluck and an indomitable attitude prevailed over potentially harsh realities. David Platt, who lost a 1/4-scale Grumman Mohawk to a midair last year, this year lost his all-new 1/6 version when one engine died

just as he entered a turn—this at the end of a slow speed pass—causing the plane to fall into a pond. Undaunted, Dave's chipper



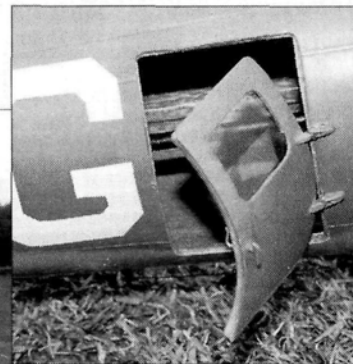
by JIM ONORATO

Colombian Fortress

Luck wasn't smiling on the team of Ernesto Merlano (builder) and Carlos Forero (pilot) from Bogota, Colombia. About a month before Top Gun, the plane they planned to compete with—a Colombian Air Force troop transport similar to a C-130 Hercules—crashed on its first flight. Undaunted, they substituted an 18-year-old, 1/6-scale B-17 bomber powered by four O.S. 25s. The Flying Fortress, which was scratch-built from Tom Cook plans in 1977, has a wingspan of 79 inches and weighs 15 pounds.



The Colombian team (left to right) of C. Morell, Carlos Forero (pilot) and Jose Antonio Avila pose with their B-17 Flying Fortress. Powered by four O.S. 25 engines, the 18-year-old bomber has a 79-inch span and weighs 15 pounds.



All the access hatches are functional; this added much to the bomber's realism.

ditional controls, it has Kraft electric retracts, split trailing-edge flaps, operating bomb-bay doors and eight bombs, navigation lights and turrets that rotate when the rudder is moved.

Its builder, Ernesto Merlano, did not make the trip to Top Gun owing to illness, but his absence spared him from the sight of his 18-year-old B-17 beauty disappearing behind the trees at the

far end of the polo-club field during its first round of flight.

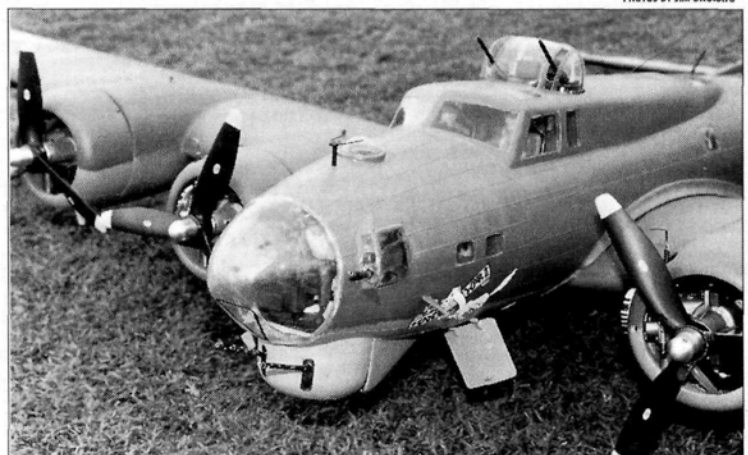
PHOTOS BY JIM ONORATO

What makes this model so interesting? Its fuselage was carved out of a solid block of balsa that was cut in half and then hollowed out. All the interior features, including cockpit details and five hand-carved crew members, were installed in the halves before the pieces were glued back together. The rest of the model has a built-up balsa construction that's covered with silk and dope. They made the panel lines with MonoKote trim and hand-painted the markings.



The tail gunner's twin .50-caliber machine guns.

An 8-channel JR radio guides the B-17, and in addition to the four tra-



Although smallish in comparison with the rest of the Top Gun entries, the B-17 was loaded with internal and external details, including functional hatches, electric retracts and machine guns.

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The Palm Beach Aeromodelers host Top Gun and take care of countless duties, from staffing the gates to arranging stations for judging. Thanks, fellas!

voice continued over the PA system, and just minutes later, he cheerfully announced that the plane was repairable.

On the first day of the meet, Jim Sandquist struck a tree with his backup Red Baron Super Stearman show biplane. Later, while landing his primary plane, he could not reduce throttle below three quarters because of a broken stud bolt in the throttle linkage. He bit his lip and purposely nosed the plane over, breaking a prop and causing some damage to the rudder as the plane flipped. He immediately left the field, went to a hardware store, bought a larger replacement stud, drilled and tapped his engine and continued. He was able to complete all rounds of flying and, with teammate Jess Larson, earned a respectable sixth place in Team. There were many other such triumphs.

Below: this year, Top Gun official scorekeeper Rosella Curry used a new scoring package: Simply Scale Scoromaster was created by experienced scale modeler and contest judge Cliff Tacie.



EXHIBITION FLIGHTS

The exhibition flights were supreme examples of seemingly effortless aerial ballet; words fail us to describe the beauty of these virtuosic demonstrations. Geoff Combs flew his 44-percent Extra 300S (the plane he campaigned at last year's Tournament of Champions) to the awe and amazement of thousands of spectators. How big is this plane? Its propeller is a Menz 30x12! The 3,060 squares on his 49-pound Extra were an eyeful, and his performance lived up to his TOC stature. Florida state R/C aerobatic champ Ken Fidler pulled out all the stops with his Carden Aircraft Extra 300: rolling circle on takeoff, hover to torque rolls, rolling Cuban-8s, square knife-edge loops; he's the ultimate showman. Jason Schulman and Chip Hyde offered similar aerobatic performances. It just doesn't get much better.

Bubba Spivey and Wayne Voyles flew their Lanier Stingers in a beautiful, paired, aerial dance. In their opening, with smoke spewing from both Stingers, one entered a flat spin and the other circled around it. Their planes majestically circumscribed the sky in a grand descent from on high. Terry Nitsch and Bob Violett each flew eye-opening demonstration flights with the BVM Maverick Pro, and Jim Florio of Florio Flyer showed the crowd some mad antics with his QuickDraw. Don Muddiman amazed the crowd with the high-G maneuvers of his Flying Machine, and Dave Platt and John Ramsdon demonstrated how U-control combat is flown. The biggest crowd pleaser may have been the demonstration of combat flying by the West Palm Beach Aeromodelers. They flew Small Wildthing kits from Quality Aircraft in a buzzing combat performance that was reminiscent of a swarm of mosquitoes.

THE BEST OF THE BEST!

Expert

Pos.	Pilot	Plane	Static Score	Total
1	Terry Nitsch	F-86 Sabre Jet	96.500	191.583
2	Garland Hamilton	F-80 Shooting Star	96.083	189.916
3	Ramon Torres	Cessna 0-2A	95.917	189.584
4	Jeff Foley	T-33A	95.500	289.500
5	Nick Zirolli Jr.	F6F-3 Hellcat	95.583	198.208
6	Kim Foster	Sopwith Pup	96.750	188.583
7	Corvin Miller	Globe Swift	96.583	187.666
8	Mike Barbee	DH-82 Tigermoth	95.833	187.625
9	Charles Nelson	Waco VKS7F	95.833	187.625
10	Stephan Durrstein	DC-3	95.250	187.125

Team Scale

1	Bob Violett/Jerry Caudle	P-80 Shooting Star	93.833	186.791
2	Dave/Tony Malchione	T-33 Thunderbird	93.500	183.917
3	Frank Tiano/Ed Newman	KI-61 Tony	92.250	183.167
4	Bob Fiorenze/Graeme Mears	P-38 Lightning	91.250	182.333
5	Steve Elias/Ian Richardson	T-33 Thunderbird	89.833	182.041

Special Awards

Award	Sponsor	Pilot	Model
Best Graphics & Markings	Aeroloft Design	Jim Sandquist & Jess Larsen	Super Stearman
Best Multi-Engine Model	M.A.T.	Art Johnson	F-82
Best Designer Scale Entry	Scale Model Research	Dave Platt	Mohawk
Best Biplane	R/C Report	Mike Barbee	DH 82 Tiger Moth
Best Civilian Aircraft	Top Flite	Corvin Miller	Globe Swift
Best Military Aircraft	SuperTigre	Dave Platt	Mohawk
Best Craftsmanship	Dry-Set	Sepp Uberlacher	Hawker Tempest
Best Jet	Bob Violett Models	Ralf Ploenes	F-80
Engineering Excellence	Robart Mfg.	Bob Karlsson	Wildcat
High Static Score/Expert	Glenn Torrance Models	Sepp Uberlacher	Hawker Tempest
High Static Score/Team	Boca Bearings	Jerry Caudle	P-80
Critics Choice	Airtronics & Van Dell Jewelers	Dave Platt	Mohawk
Top Buns Award	Top Gun Hussies	Pat McCurry	

Performance Awards

Best Gas Engine	Precision Eagle	Nick Zirolli Jr.	Hellcat
Best 2-Stroke	Gerard Enterprises	Ed Newman	KI-61 Tony
Best 4-Stroke	Saito Engines	Alvin Brown	DC-3
Best Aerobatic	Midwest Model Products	Steve Elias	T-33

Retractable Treasures

by GERRY YARRISH

For most of the competitors at Top Gun, scale fidelity doesn't end at the bottom surface of their model's wing. Functional, scale, retractable landing gear is the rule and not the exception. But you wouldn't find Bob Karlsson's F3F Wildcat's belly-mounted landing gear or those supporting Dave Platt's Mohawk at your local hobby shop! Here's a brief, up-close look at just some of the fantastic landing gear at this year's event.



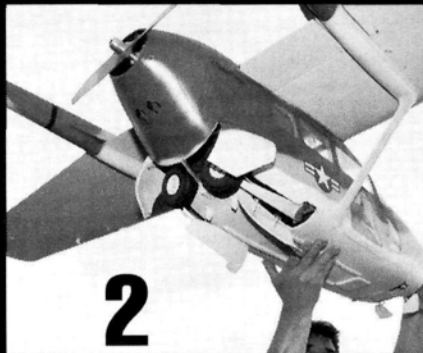
The master himself, Dave Platt, spent countless hours researching, designing and building the scale landing gear for his Grumman Mohawk. Can you tell the model from the real thing?



Bob Karlsson's F3F Wildcat would surely win the "Aircraft with the narrowest landing-gear-stance" award (if one were ever awarded). Bob's masterful engineering earned him the prestigious Engineering Excellence award; folding geometry at its finest!



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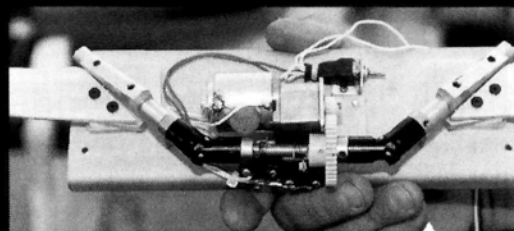


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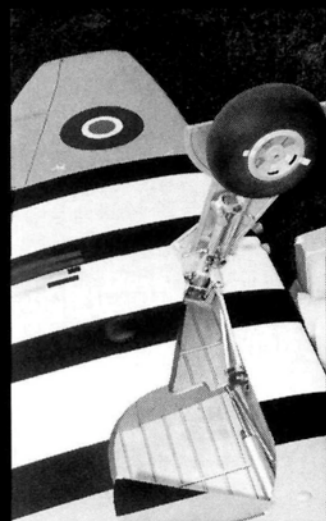


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Ramon Torres' Cessna 0-2A has a rearward-retracting main landing gear with sequencing landing-gear doors. This fascinating, functional design looks deceptively simple.



Here's Ramon's drive mechanism for his Cessna landing gear. The electric drive motor is controlled with microswitches, and universal joints drive and lock the gear up and down. The entire unit is mounted on a removable aluminum plate.



Winner of High Static and Best Craftsmanship, Sepp Uberlacher of Ontario, Canada, blew everyone's mind with his handcrafted Hawker Tempest landing gear, which was functional in design and dimensions. Sepp's awards were well-earned!



Sepp also duplicated the complicated, intricate tail-wheel retract mechanism and its landing-gear-door linkage—no small task!

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Other notable exhibition flights were those by Jim Dunn, whose gentle aerobatics in a full-scale Pitts S1 accompanied the National Anthem at the start of every day.

THANKS!!

We thank all of the many sponsors and others who contributed to the event. Specifically, we owe thanks to Pacer Technology and Frank Tiano Enterprises, the Palm Beach Aeromodelers, Dave Platt and Rich

Uravitch, who ably served as announcers, the many contributing sponsors, the flight and static judges, chief judge George Leu, and last, but not least, to all the scale modelers who worked so hard to create the aircraft that are the core of this prestigious contest.

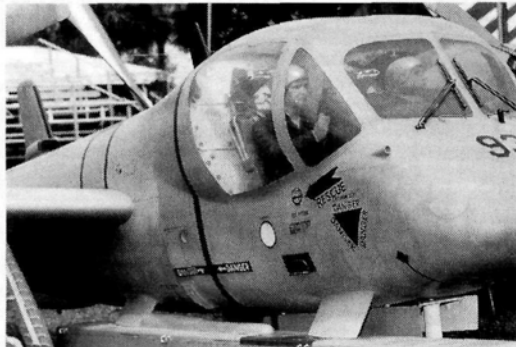
There are a few major events in R/C modeling whose drama and spectacle stand out above the rest. Top Gun is such an event in the scale world. See if you can find the time to attend next year's Top Gun. You'll find it unforgettable and well worth your while. ■

The Scale Within

by GERRY YARRISH

At Top Gun '95, master modeler and scale designer Dave Platt came back with a larger version of his ill-fated '94 TG entry—a Grumman Mohawk. Just as impressive as his last one and even bigger than it, the new Mohawk's detail is incredible, both inside and out. Those who looked closely at the model were treated to exquisitely rendered details such as a fire extinguisher, detailed instrument panel, pilot and copilot seats, and—on the aft cockpit bulkhead—a sound-damping, bulletproof “quilting.” Here's how Dave made this cockpit quilting.

1. With a rolling pin, Dave flattened a piece of Plasticine (modeling clay) to a uniform thickness of about $\frac{1}{16}$ inch. He rolled it until he had a piece that was about 1 foot square.
2. The lines of “stitching” are about $\frac{3}{16}$ inch apart, so he repeatedly pressed the edge of a ruler into the Plasticine to make lines of “stitching” at this interval.
3. To make a diamond pattern, Dave pressed the ruler into the Plasticine again, cutting through his first lines at the appropriate angle.
4. Next, Dave erected a balsa frame dam around the Plasticine sheet, poured polyester resin over the Plasticine and allowed it to cure overnight.
5. When the resin had cured, Dave simply peeled the Plasticine away from it, and he had a resin mold. (Plasticine doesn't require the use of a releasing agent.)



Dave Platt's Grumman Mohawk is a three-dimensional work of art. Surface detail, color, functions, etc., are all as they should be to duplicate the full-size aircraft. Inside the cockpit is no exception; from floors to bulkheads, the look is scale.



6. Next, he sprayed a few coats of PVA mold release onto the resin mold and allowed it to dry.

7. Finally, he poured polyester resin onto the mold and allowed it to cure; then he removed the resin sheet and cut it to the shapes he needed for his Mohawk.

As you'll see in the photos of Dave's finished model, the “quilting” is applied to the bulkhead in panels that are cut to shape and then screwed into place. Make the piping around the panels out of servo hook-up wire, soft electrical solder, etc. Dave sprayed his quilting with light gray paint and screwed it into place with small servo-mounting screws. They look just like the screws and large washers used in the full-size Mohawk. A light coat of Burnt Sienna dulls the screws' shine.

Small details enhance any scale model. Look at your subject aircraft and see what covers its bulkheads. It's a sure thing that you won't see painted balsa or plywood!

Sponsors

- Model Airplane News—prize money, judges' travel, shirts, trophies.
- Pacer Technology—prize money, judges' travel, hats, trophies.
- Aeroplane Works—kit for pilot raffle.
- AeroLoft Design—\$200 gift certificate, Best Graphics and Markings.
- Air Flare—Sundancer kits, assorted prizes.
- Airtronics—Infinity 660 radio, Critics' Choice.
- Bob Violett Models—\$500 gift certificate, trophy Best Jet.
- Boca Bearings—\$200 cash, trophy High Static Team Scale.
- Dave Platt Models—retractable landing gear, 3rd place Expert.
- Dry-Set Markings—\$200 cash, \$200 gift certificate, Best Craftsmanship.
- Eagle Editions—5 art prints, Expert and Team prizes.
- Frank Tiano Enterprises—books, raffle prizes, gifts, cash, trophies.
- Futaba Inc.—7-channel radio, 1st place Team Scale.
- Glen Torrance Models—\$200 cash, trophy High Static Expert.
- Herr Engineering—trophies for mass rubber-powered launch, 200 glider kits.
- Hitec Radios—6-channel radio and servo pack, 2nd place Expert.
- JR Remote Control—7-channel radio, 1st place Expert.
- Lanier RC—Stinger kits and assorted prizes.
- Madden Model Products—100-inch KI-61 Tony kit, 2nd Team.
- McDaniel R/C—Ni-starter and on-board glow driver, Best Multi-Engine Performance.
- Midwest Model Products—Extra 300 kit, trophy Best Aerobatic Performance.
- Model Aviation Technology—\$200 gift certificate, trophy Best Multi-Engine Performance.
- Moki-Gerard Enterprises—Moki .61 engine, Best 2-Stroke Performance.
- Precision Eagle—Eagle 4.2 gas engine, Best Gas-Engine Performance.
- R/C Report—\$200 cash, trophy Best Biplane.
- Robart Mfg.—\$500 gift certificate, Engineering Excellence award.
- Saito Engines—Saito 1.50, Best 4-Stroke Engine Performance.
- Scale Model Research—\$200 gift certificate, trophy Best Military entry.
- SuperTigre Engines—S.T. 4500 engine, trophy Best Civilian entry.
- Top Flite Models—Cessna 182 kit, assorted trophies.
- Van Dell Jeweler—Critics' Choice award.
- Top Gun Hussies—custom wheels and tire set, trophy Top Buns award.