

1/4 Scale P-39 Build.

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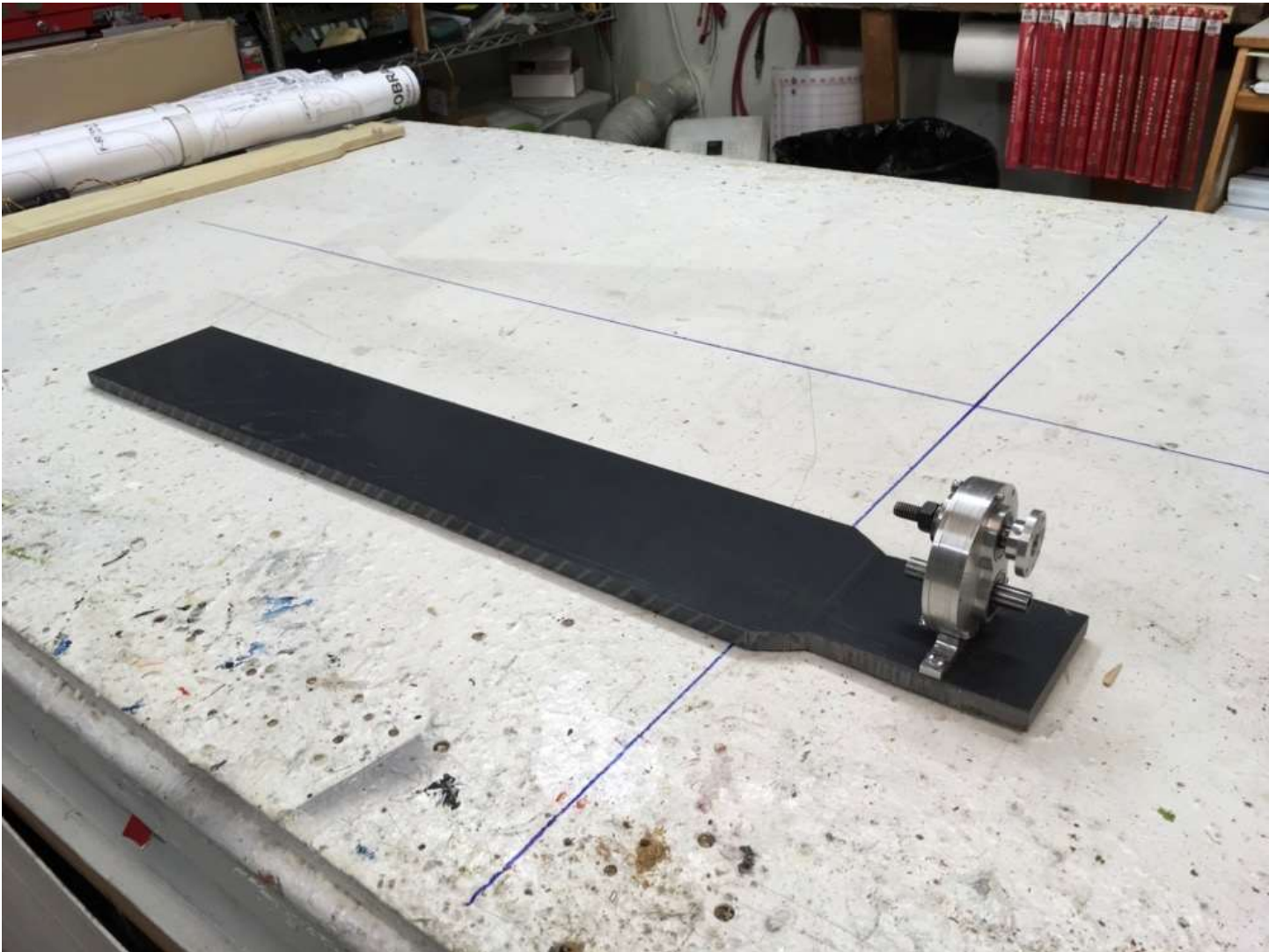
Paul Fleming and Jim Lake
1/18/2022

The more I think about it I like the idea of a fully removable canopy. Doing this makes building the cockpit something that is not required immediately. If built as four removable panels with such easy access I can wait till some later date to detail them.



Looking forward to especially getting back into Fusion 360 and 3D printing the parts.

Jim brought the mock up Torque Plate. It is $\frac{1}{2}$ " PVC and arrow straight. It will make the perfect drilling template for the flight unit. It's 36" long by $5\frac{1}{2}$ " wide reduced to 4" at the front.



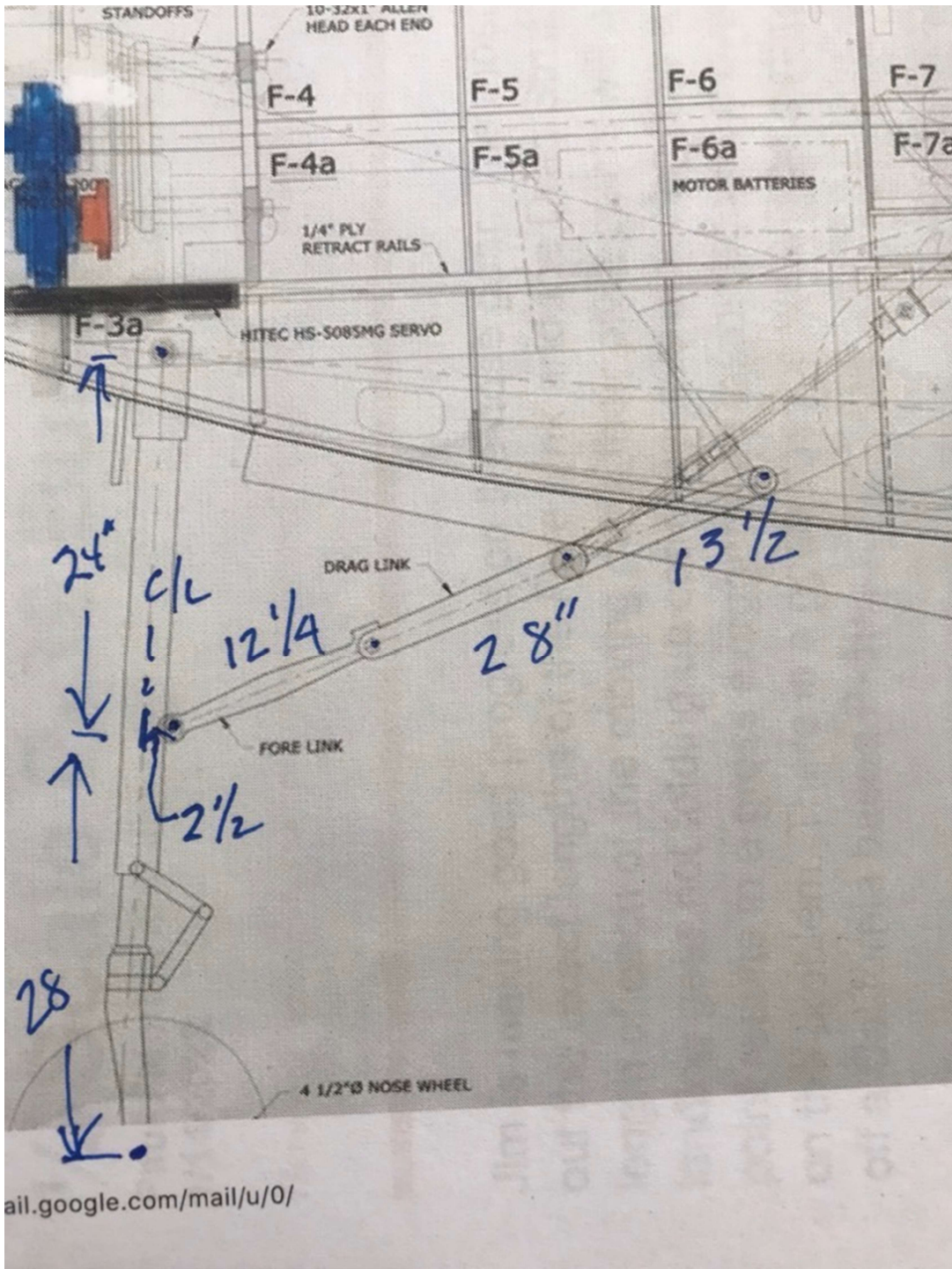
What we are lacking to start the installation is a coupling and the propeller shaft plus the nose gear mounting supports. We need the propeller shaft to be exactly on center line to install the foundations. We also have to have the gear mounts free of any structure.

In one of the earlier posts I talked about the difficulty of determining precise lengths and dimensions from aircraft photos and drawing. Mike Eversman has solved our problems. Mike was in Oregon visiting relatives and would soon be driving to Southern

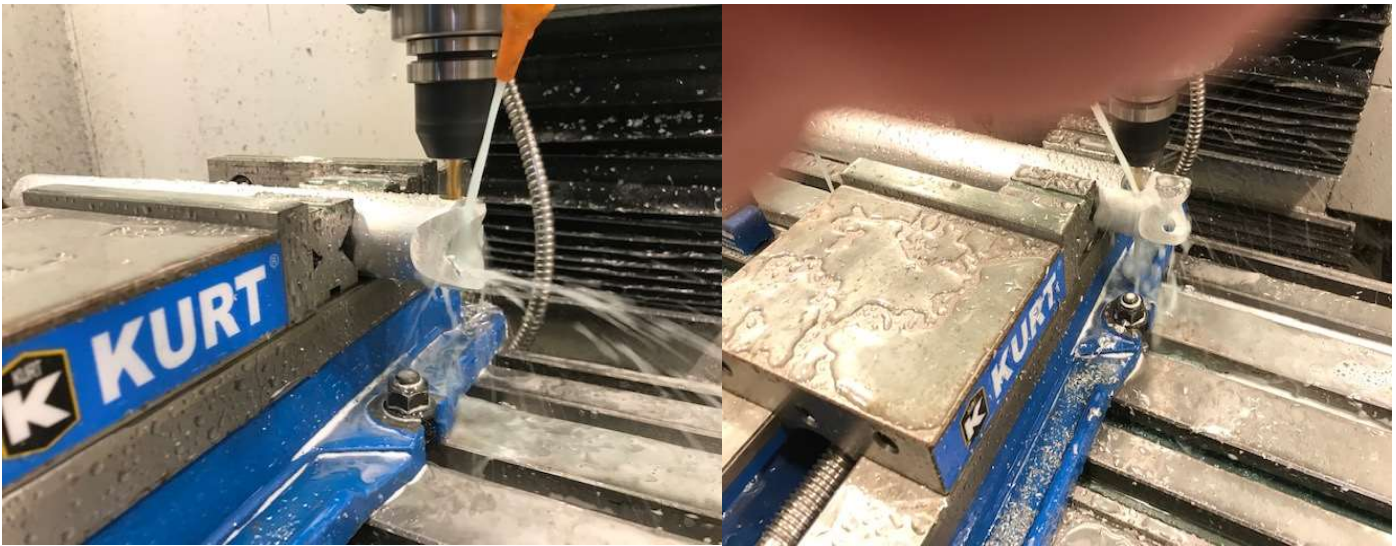
California. I asked Mike if he could swing by the Airport in Chino, locate a P-39 and see if they would let him photograph and take measurements. With several hangers and two museums to visit this could take a while. Eventually he was talking with one of the museum technicians who asked he what he was doing and Mike explained he was researching for a build on a radio controlled plane. The guy was an rc man himself and said their P-39 was over in the restoration area and he would ask for permission to take Mike in. The restoration hanger is not open to the public.



We got lots of excellent pictures. Earlier I had sent Mike a photo of the plans and indicated the parts we would like measured. He printed out the photograph and got all the dimensions noted them on the printed copy. We also got a bunch of great photos.



In the mean while Jim has started building the nose gear. He has completed the pivot and rotating sleeve assembly. This joint allows the nose gear to pivot and retract and allows the strut to be swiveled for steering.



Tonight the cockpit floor and battery compartment floor will get installed. With a little luck I can start laying up the fiberglass nose gear doors.

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