

# **CURTISS XP-40Q**

**Kit No. CBMD-003**

## **Construction Detail**

Part 1 of 3: Fuselage construction

**CB Model Designs**

[www.cbmodeldesigns.com](http://www.cbmodeldesigns.com)

## Kit No. CBMD-003 Curtiss XP-40Q



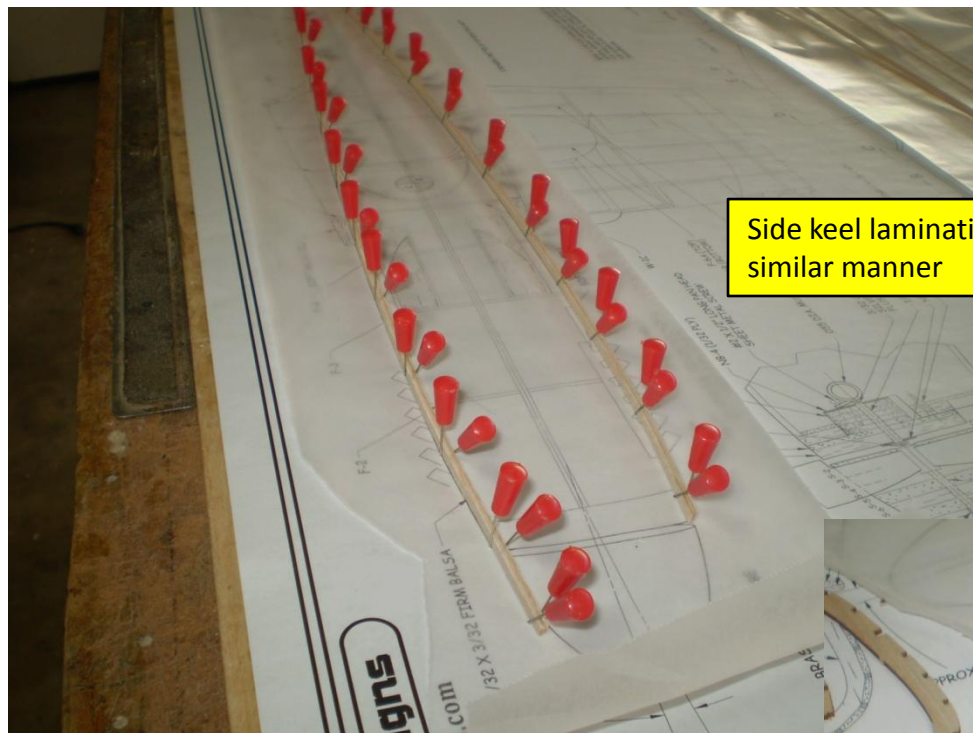
**CB Model Designs**

[www.cbmodeldesigns.com](http://www.cbmodeldesigns.com)

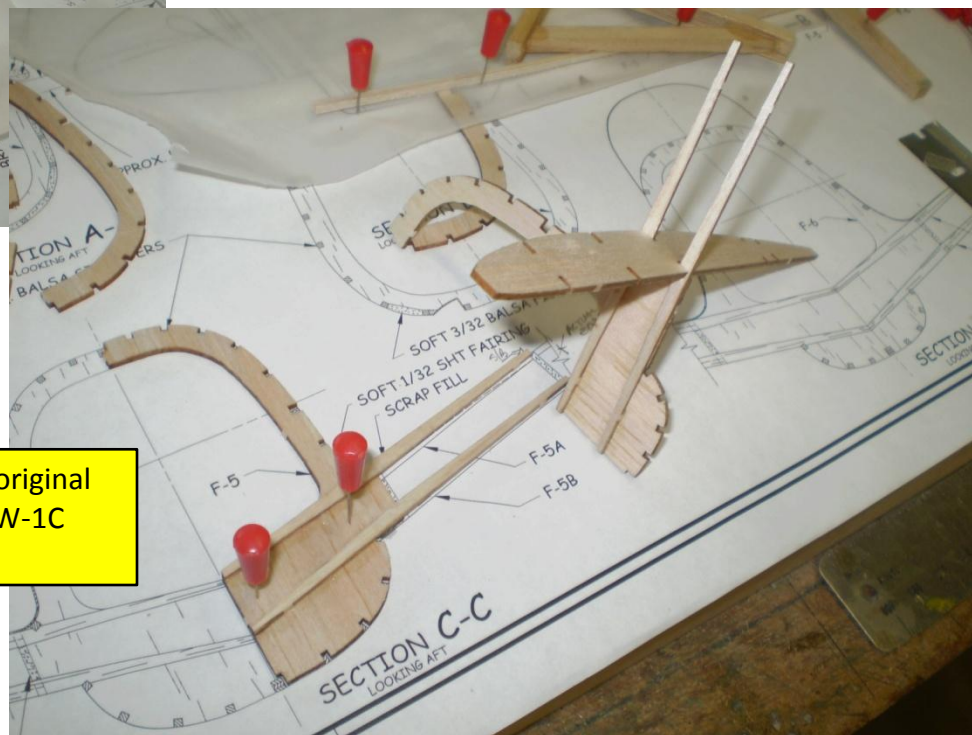
### Covered model data:

- Weight 83 grams as shown (no motor or ballast)
- White Esaki tissue chalked silver with printed markings
- Silver dope airbrush for highlights
- Black tissue on prop blades-note this 4-blade prop was done as a test on the prototype-not included in the short kit. Use of Czech P-30 prop is recommended for best results.



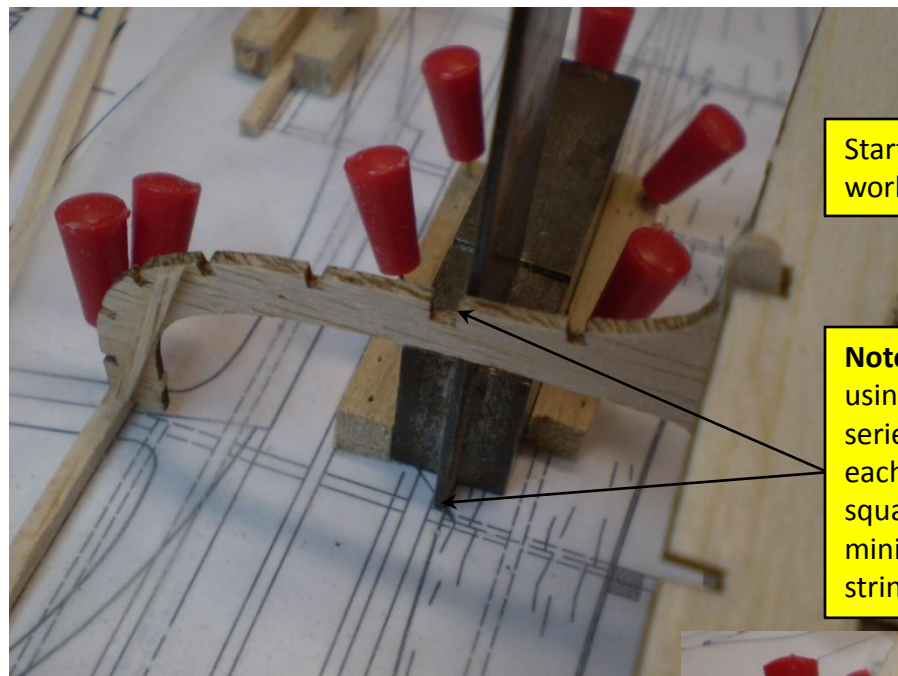


Side keel lamination shown-profile keels built in similar manner



Add stub spars to formers F-5 thru F-7 (original design shown) much easier now. Note W-1C check fit with stub spars on F-6.

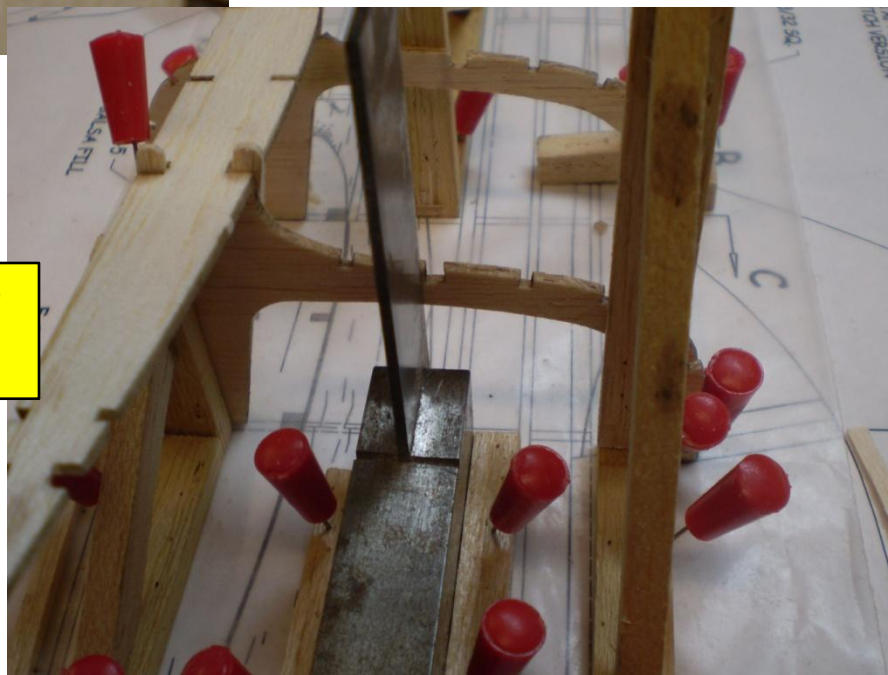




Start assembly by setting F-5 frame first and working aft

**Note**-alignment of side keel notch edge to plan using a square or other accurate tool. In the series of pictures that follow this is done for each frame setting. Doing this allows the 1/16 square stringer notches to fall into place and minimize waviness and misfit when adding stringers.

**Former F-6:** note stub spars and use of W-1C to help control location. W-1C is just used temporarily as an aid-don't install yet!

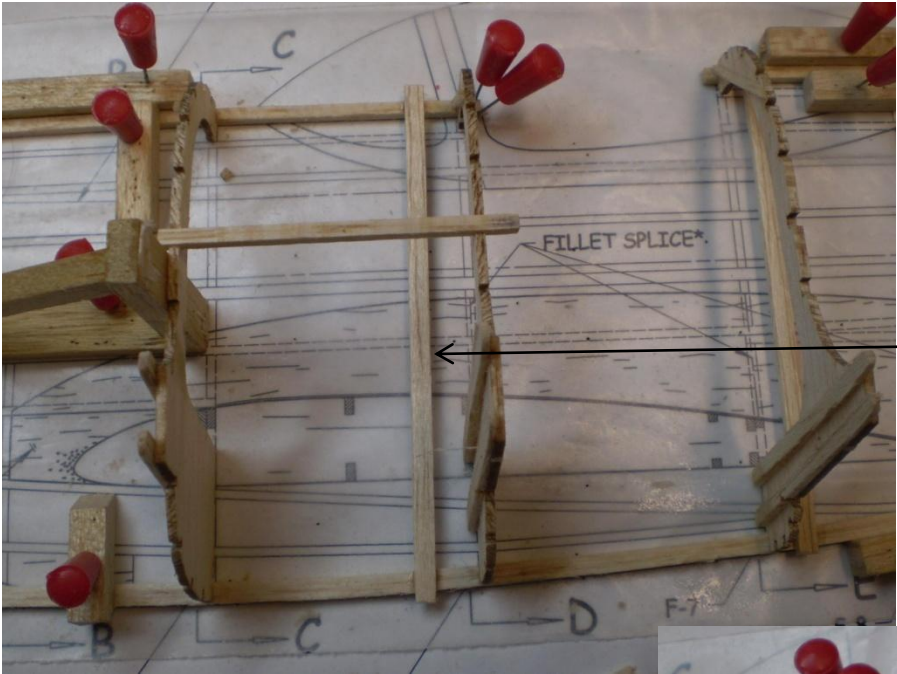




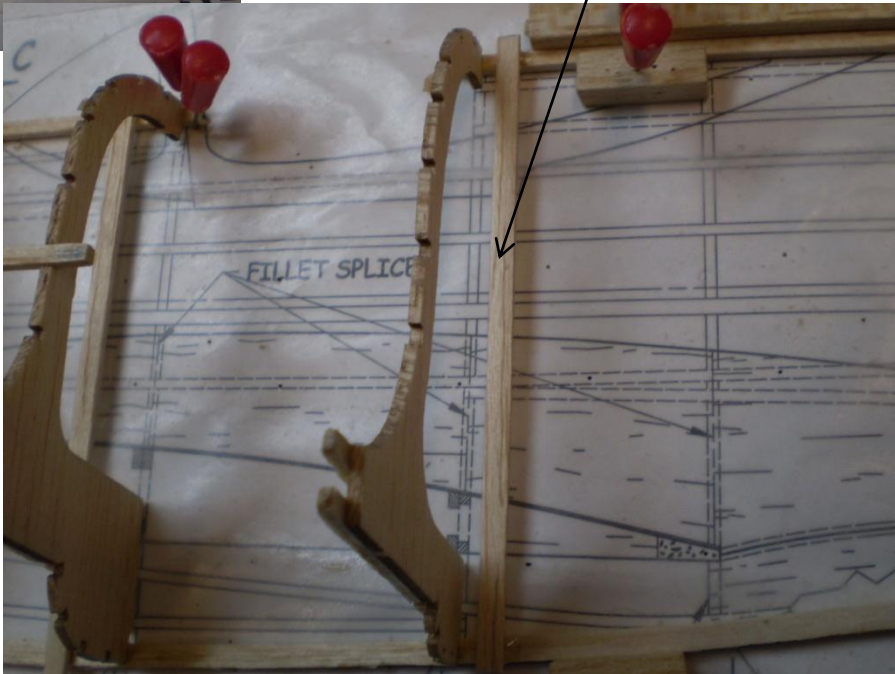
Former F-7: looking aft



Former F-7: looking forward



Temporary stiffening supports to stabilize during construction recommended-attach with cellulose cement and dissolve with acetone after

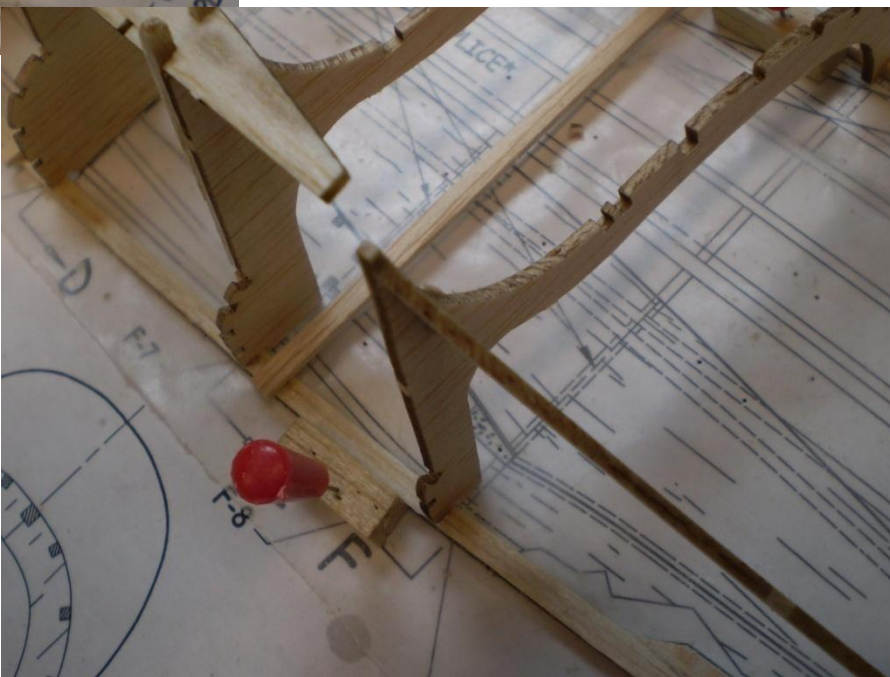






This breaks off very easily-suggest adding small piece of 1/32 sheet to forward side to help prevent this.

**Former F-8**



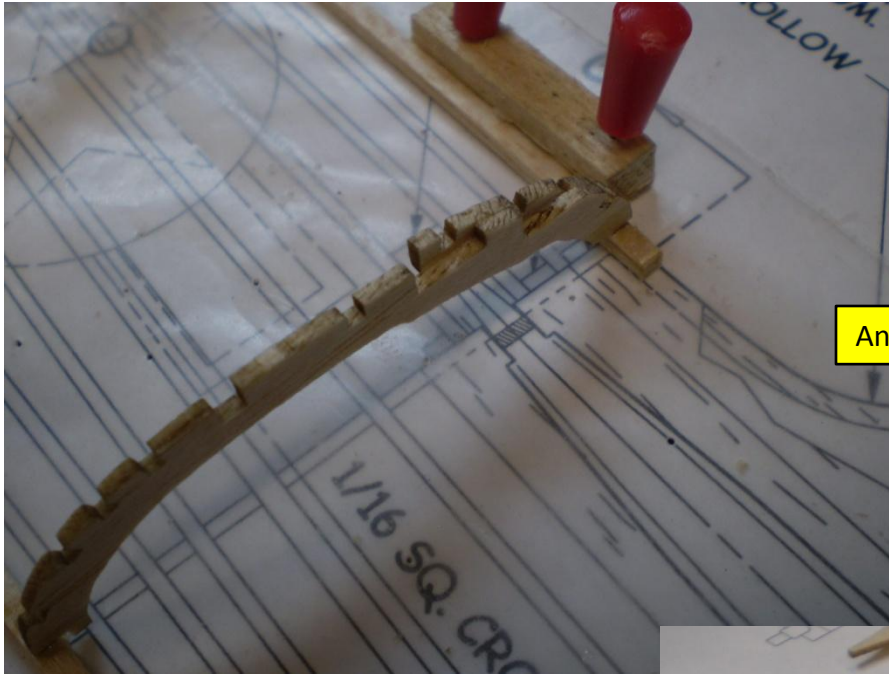


**Former F-9**

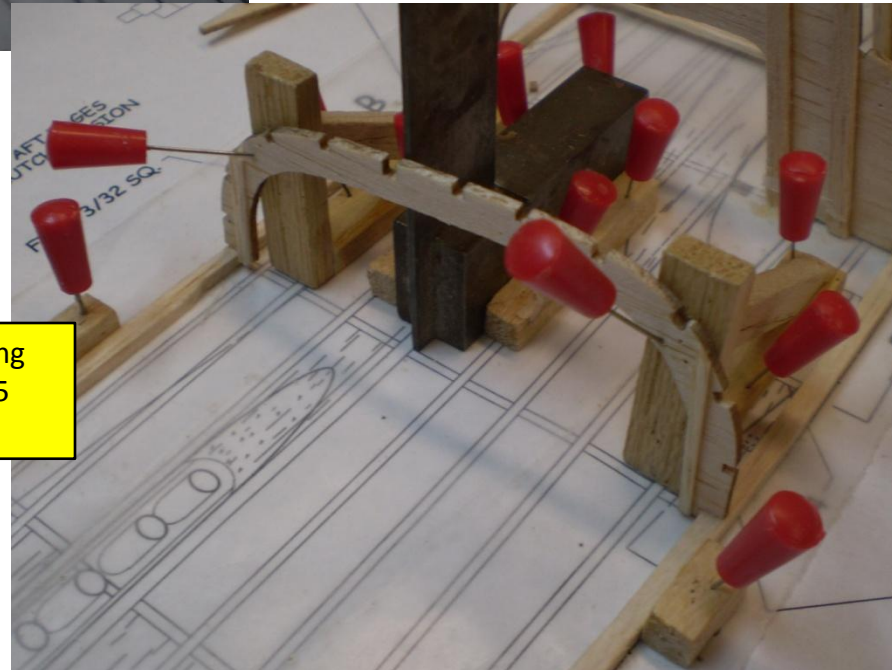


**Former F-10:** note doubler  
on forward side-don't  
forget to add!

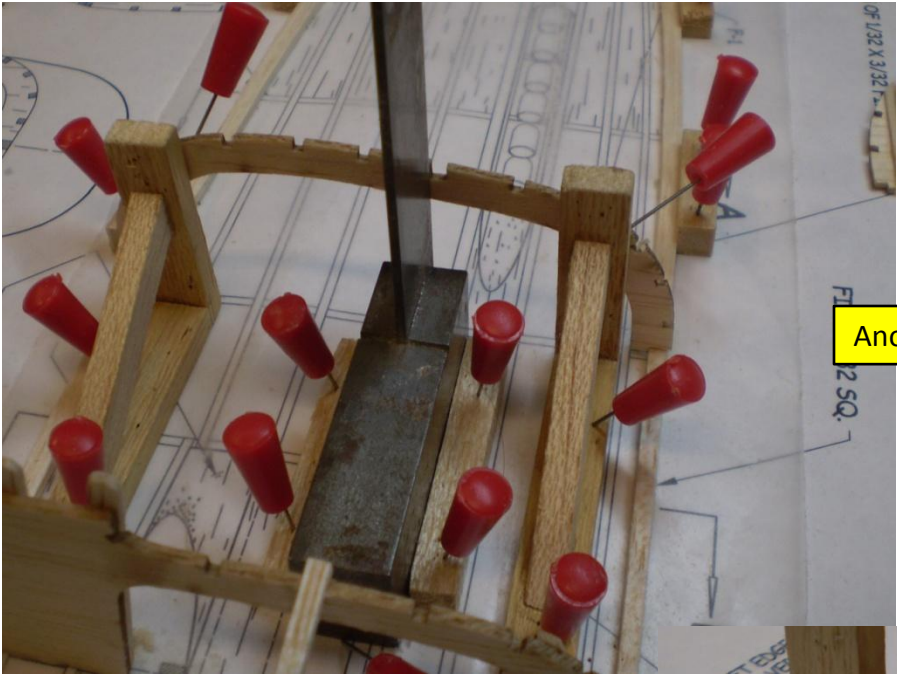




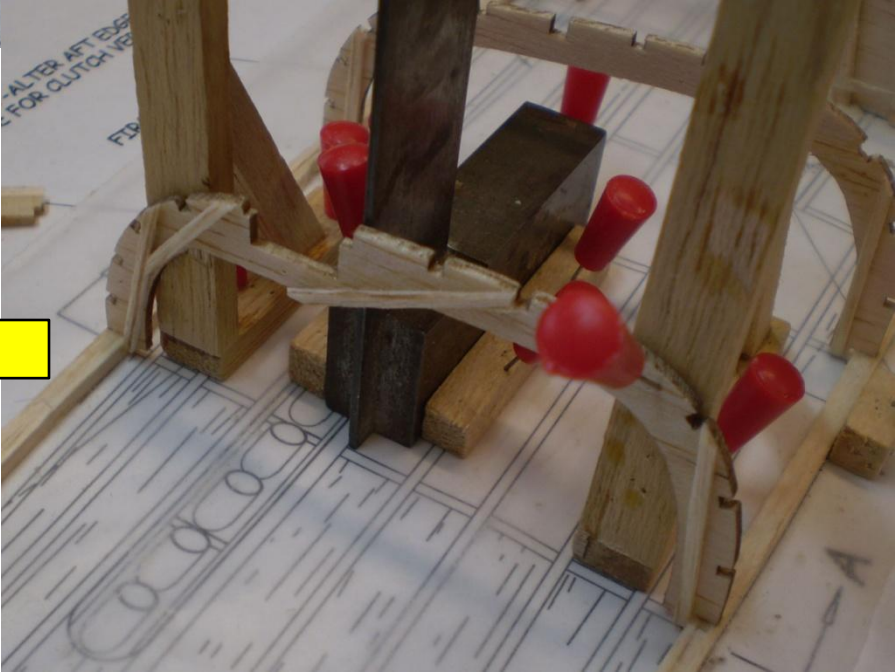
Another view of F-10



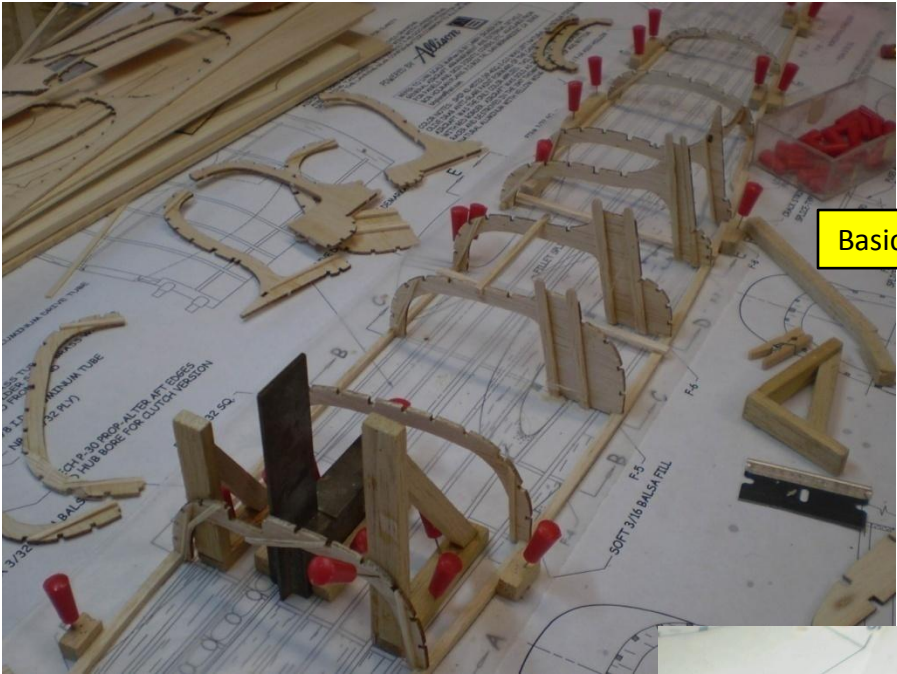
**Former F-3:** start working forward after setting F-5 and aft.



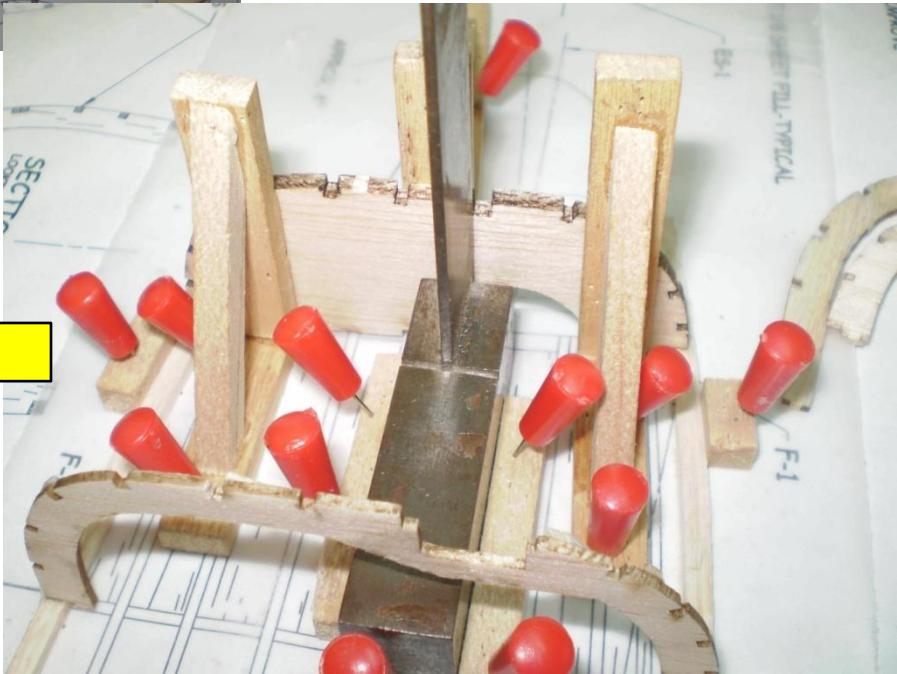
Another view of F-3



Former F-2

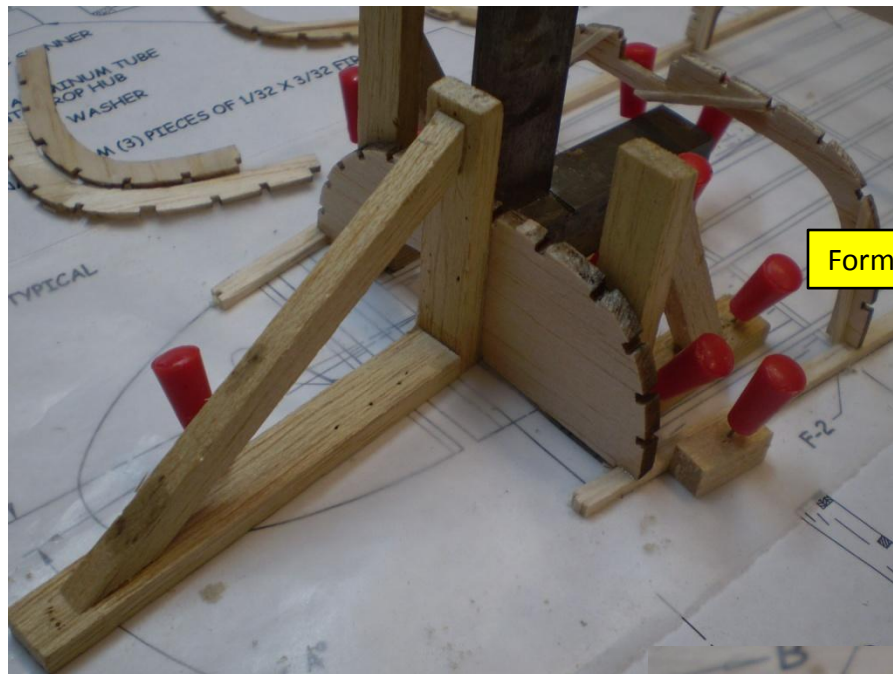


Basic former installations



Former F-1

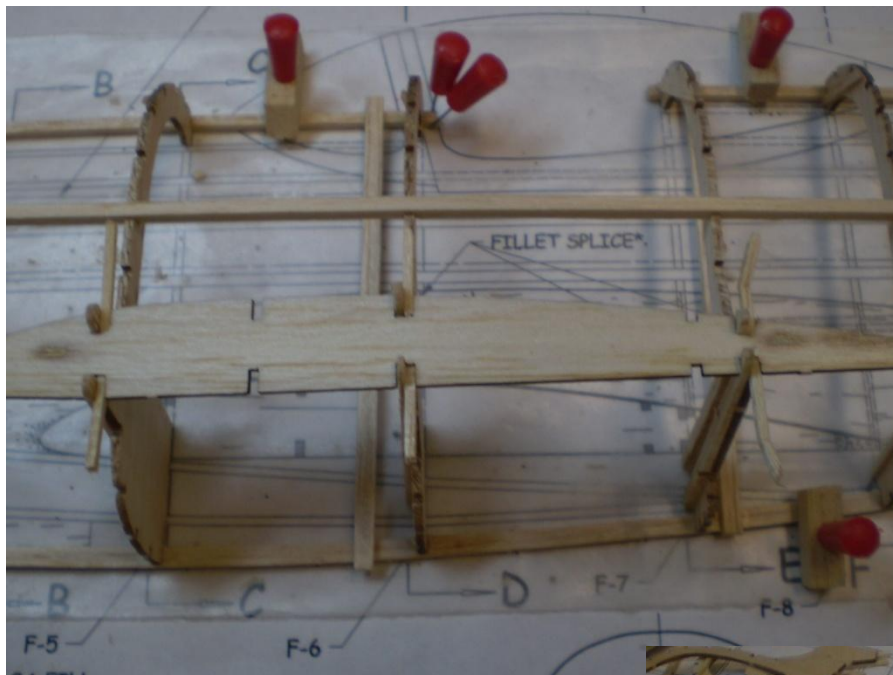




Former F-1 again

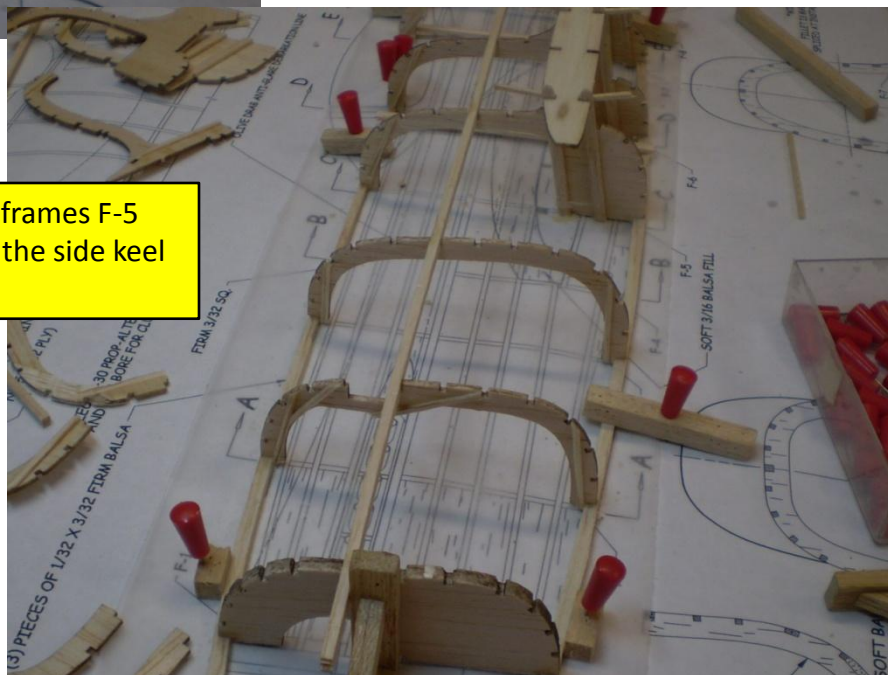
Use W-1C with scrap 1/16 thick shims in place to stabilize the outboard ends of the wing formers while installing side keel and stringers

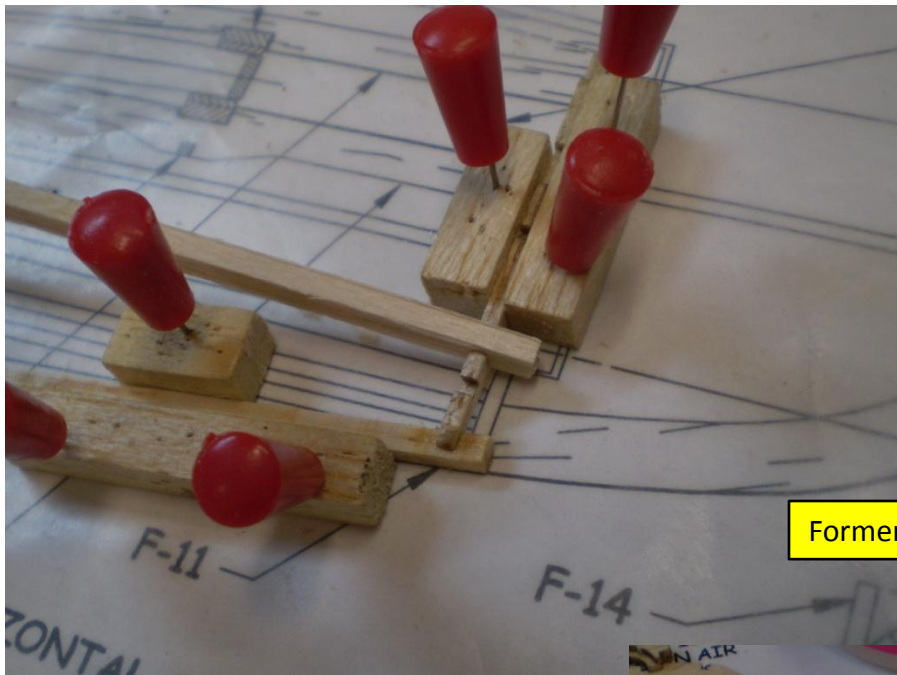




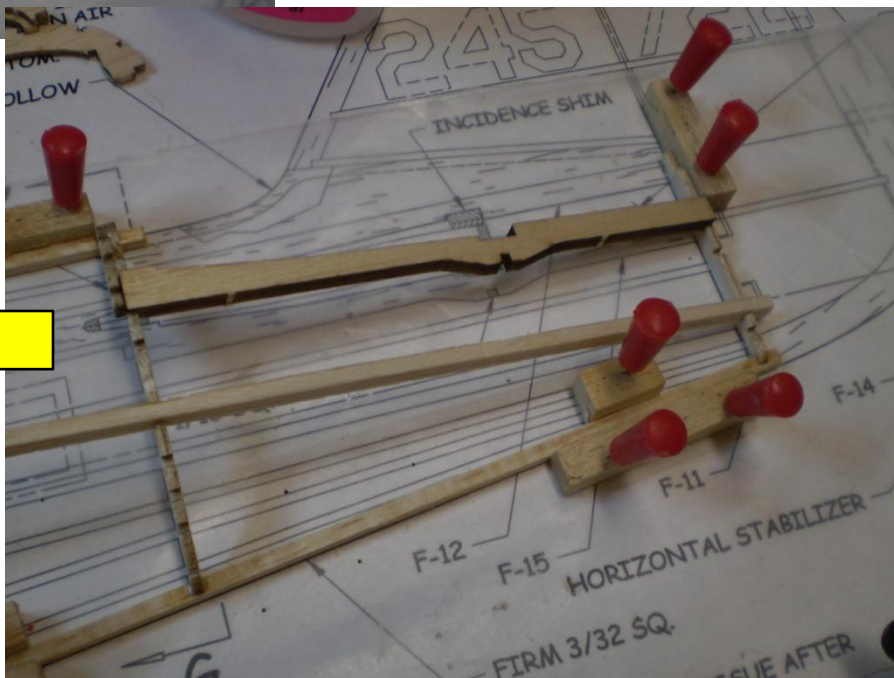
W-1C with temp shims  
installed on wing frames

Install the side keel-make sure the associated wing frames F-5 thru F-8 are square to the building board and bond the side keel in these notches first, then work aft, then forward.



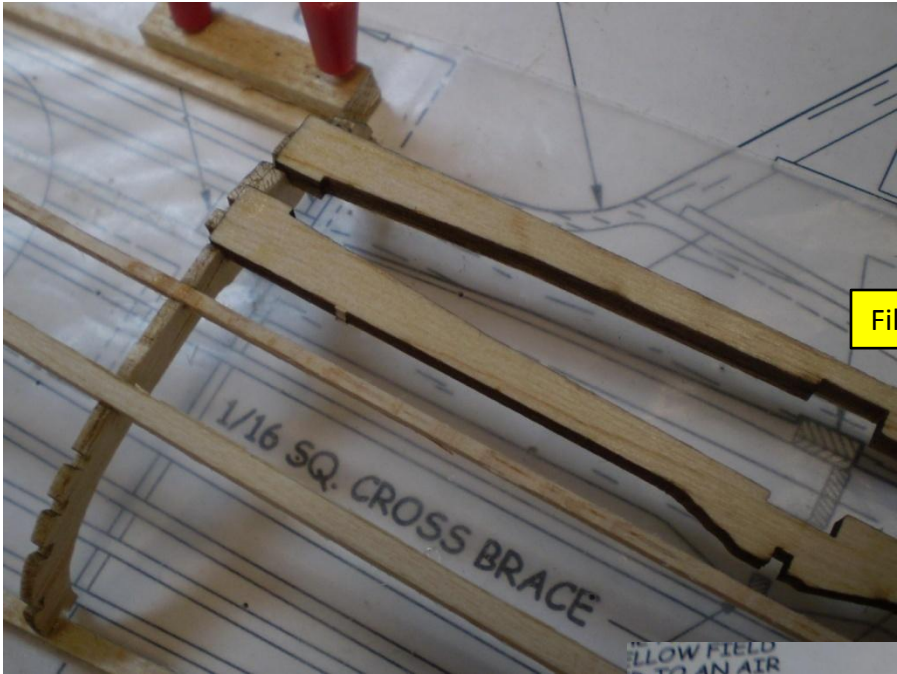


Former F-11 installation



Install stab cutout filler F-15





Filler F-12 on top

Filler assembly prefit to rough shape to side of F-12





Rough profiled filler assembly

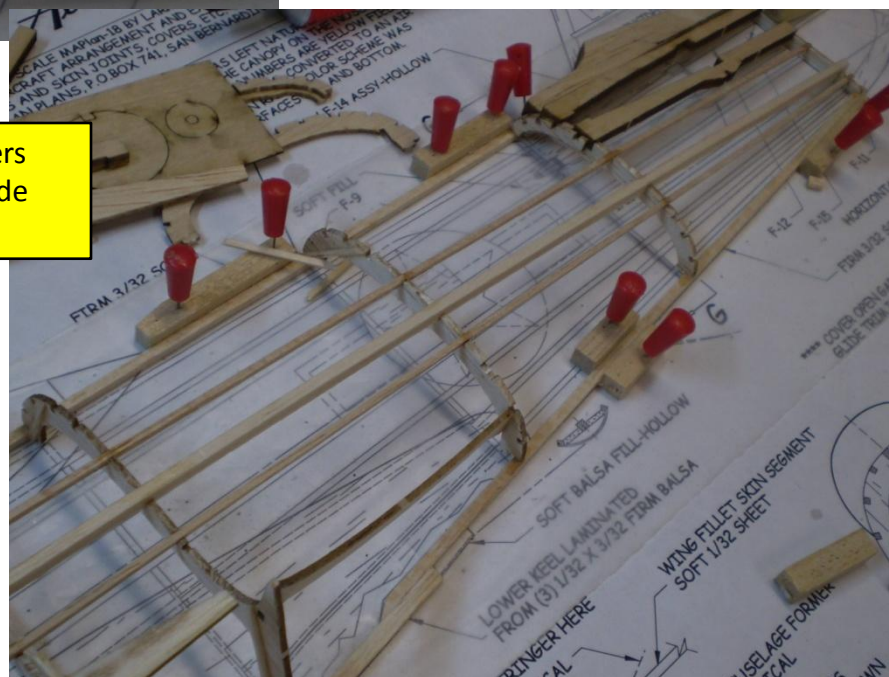
Hollow inside of filler assembly to eliminate weight!



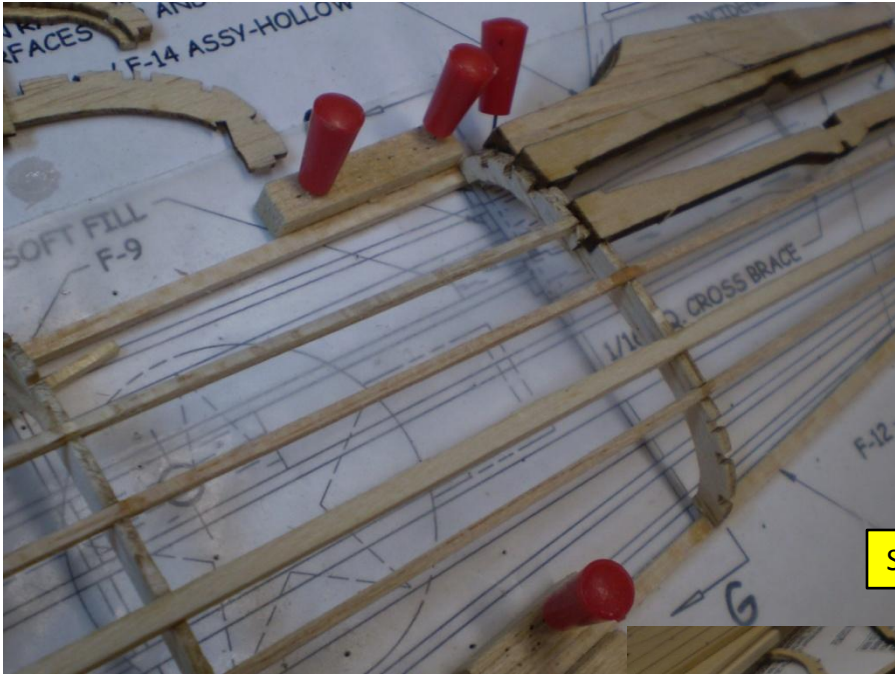


Another view of hollowed filler assembly

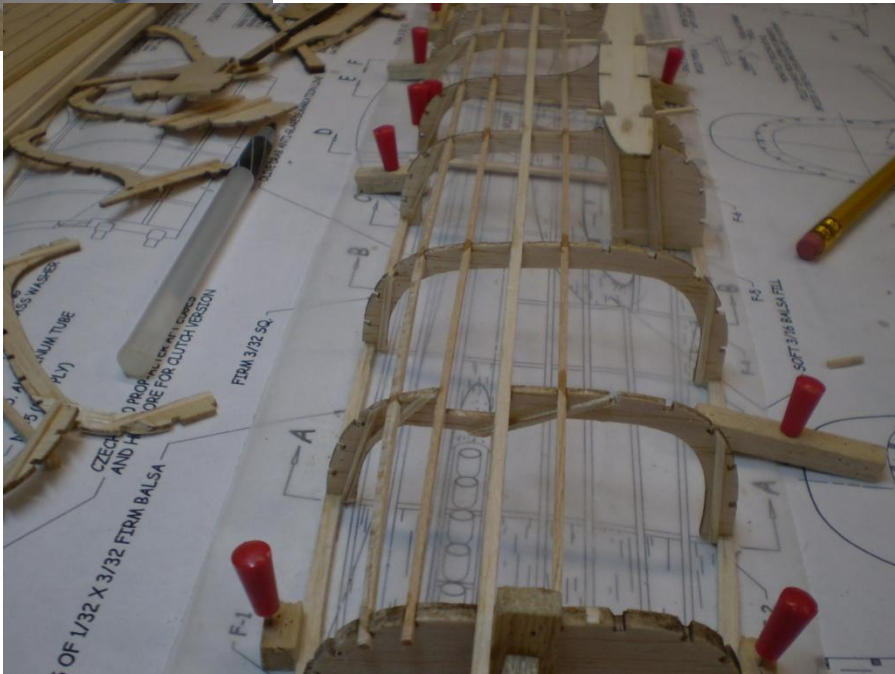
First two 1/16 square stringers installed above and below side keel





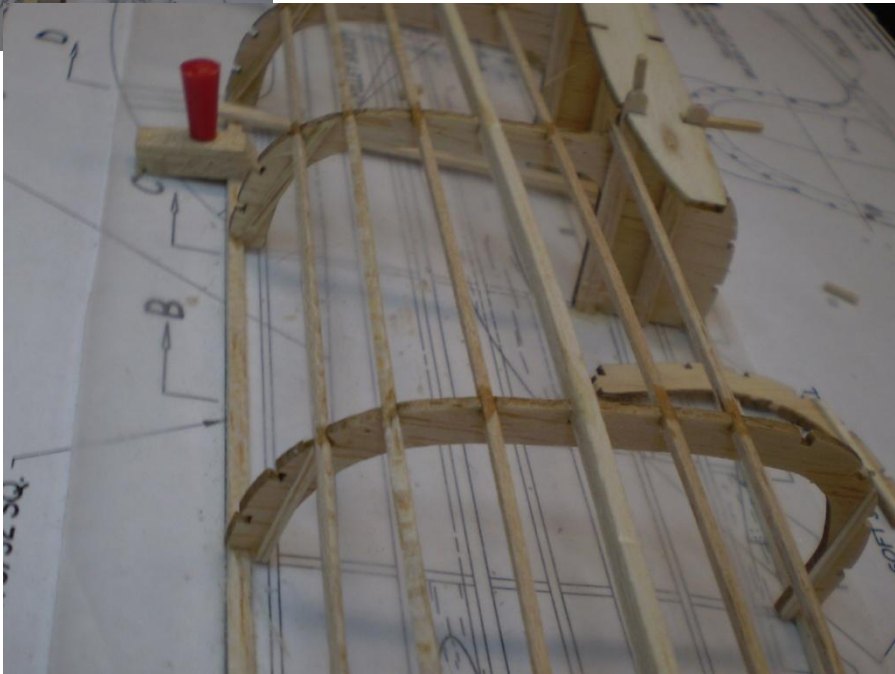


Stringer installation



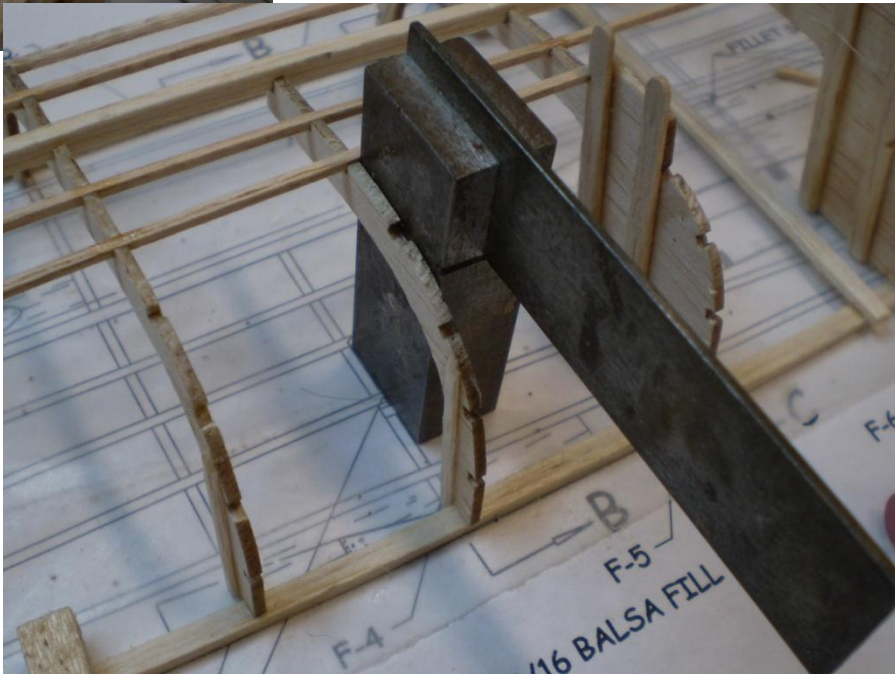


Stringer installation





Former F-4 installation

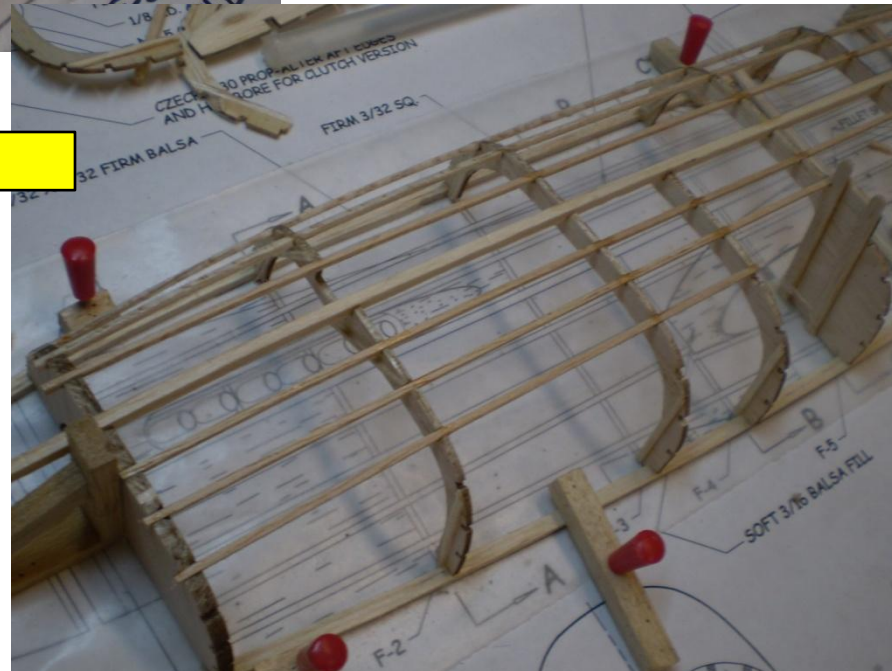


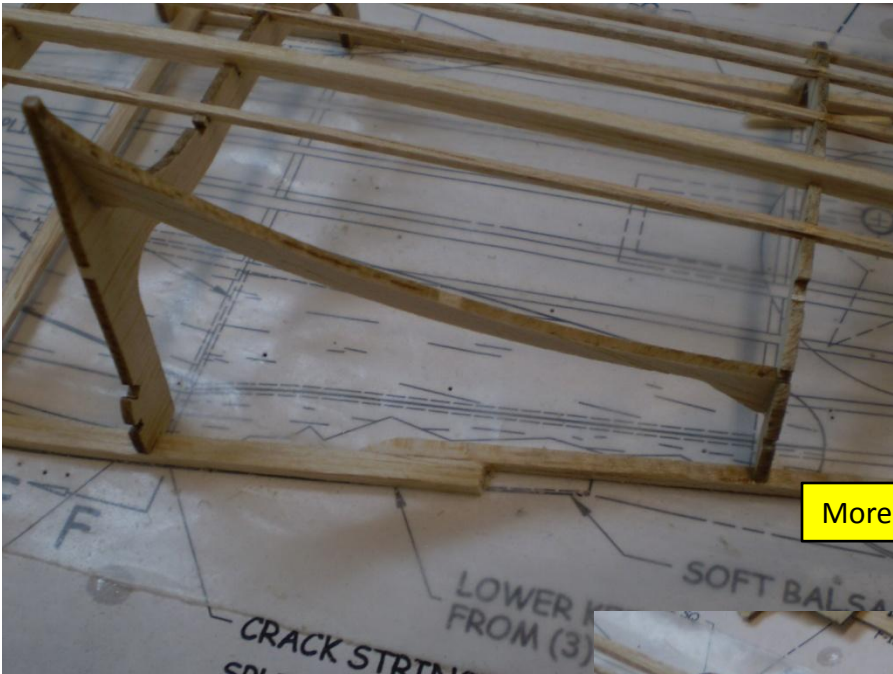




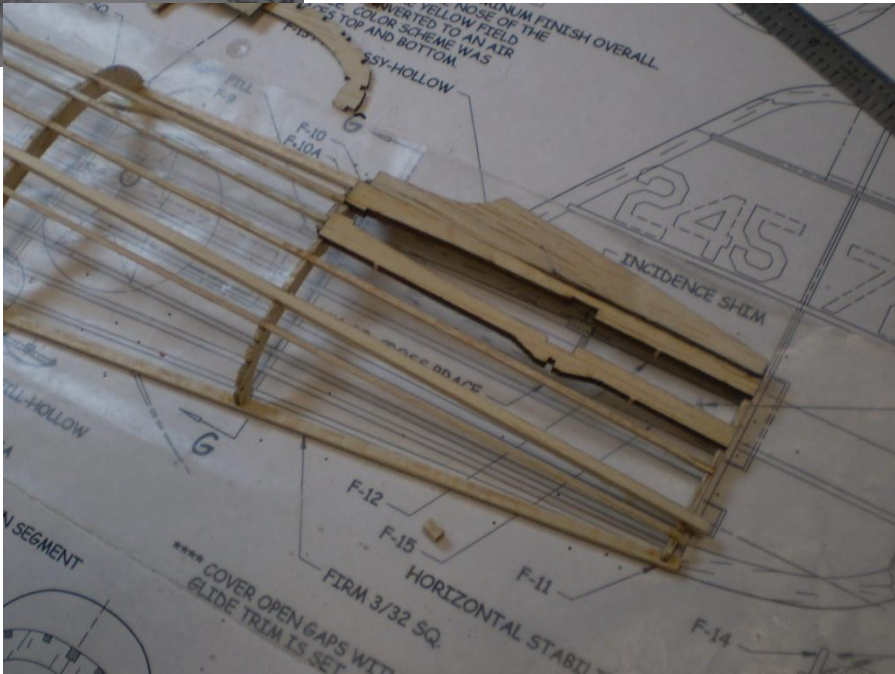
Former F-4 installed

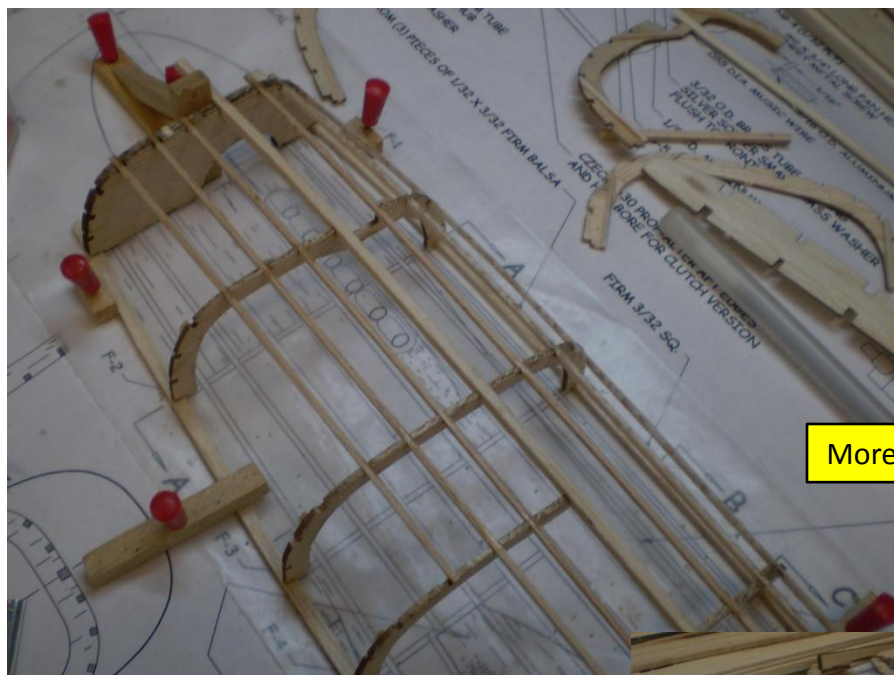
More stringers installed





More stringers





More stringers

Remove half shell from building board







Inside of tail filler area

My method of building the opposite side. Use fingers of wood all cut from the same piece of base material so the thickness is identical for each finger! The flatness of the table top is projected into the fingers which suspend the half shell on a working plane formed by the tops of the fingers it rests on. There are jigs available commercially that do the same thing (Rockytop Models)



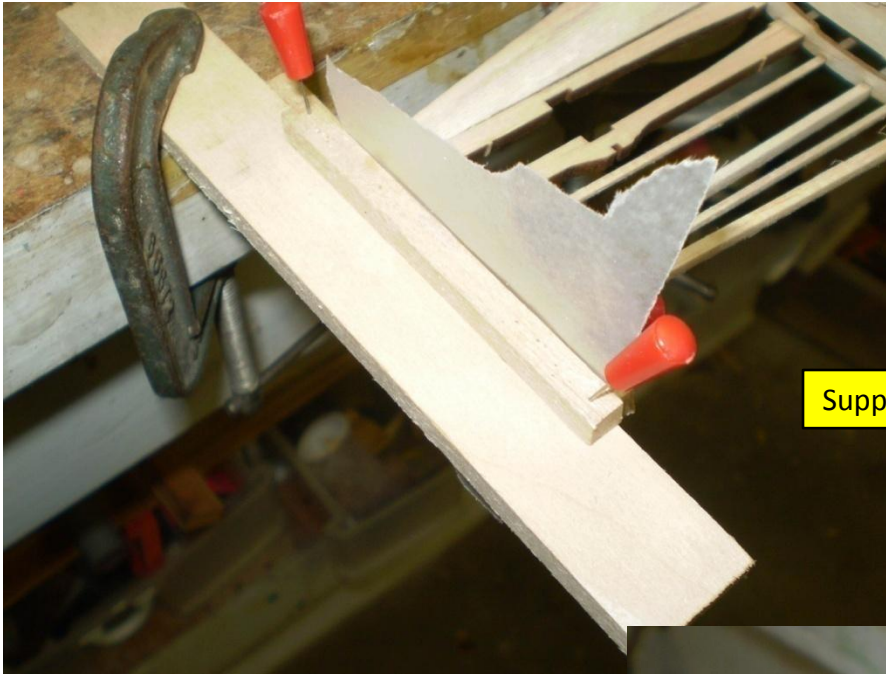


Add supports to stabilize half shell  
near frames

Another view of the temporary  
jigging method

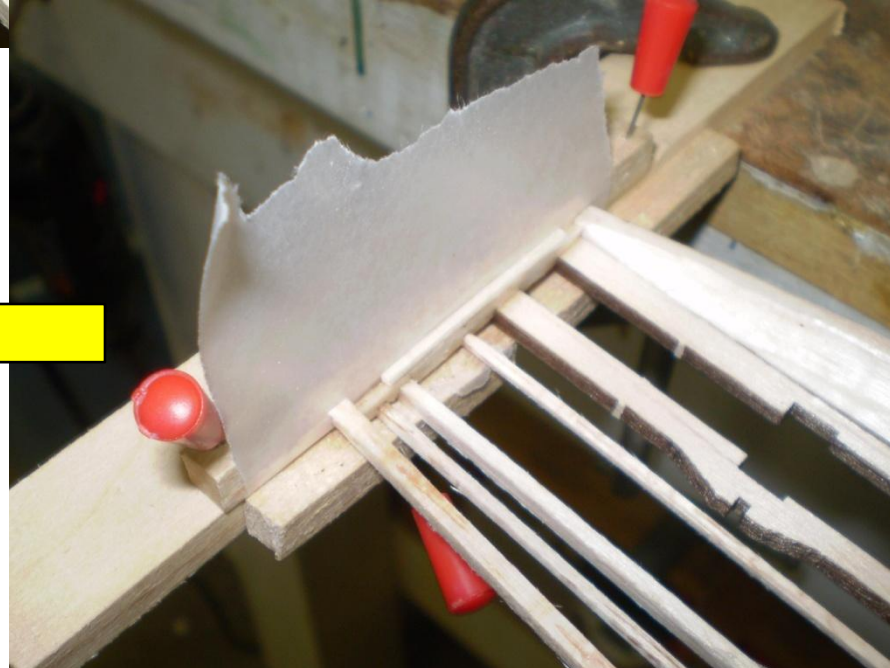




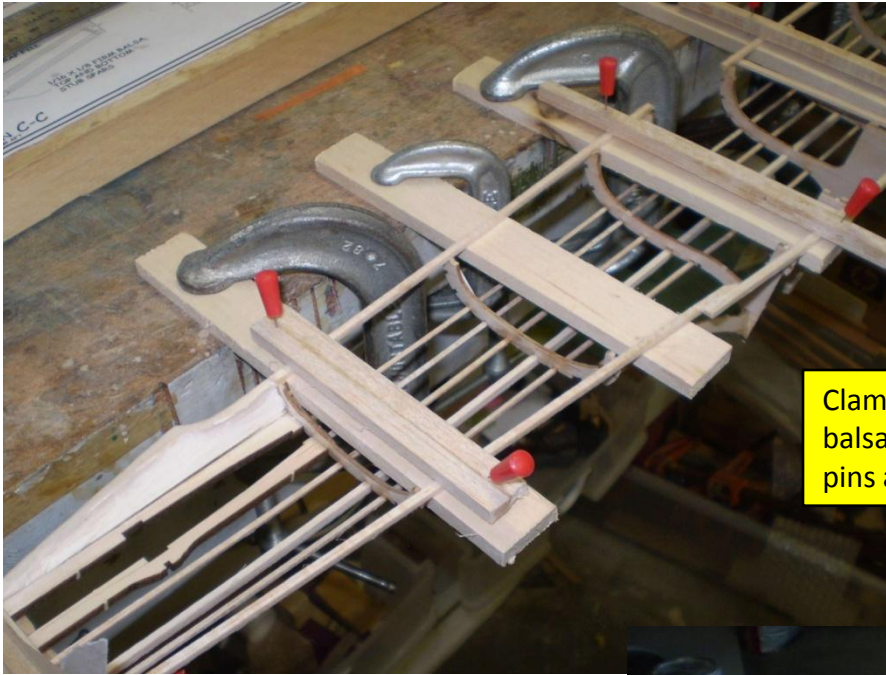


Support jig at F-11

Another view at F-11



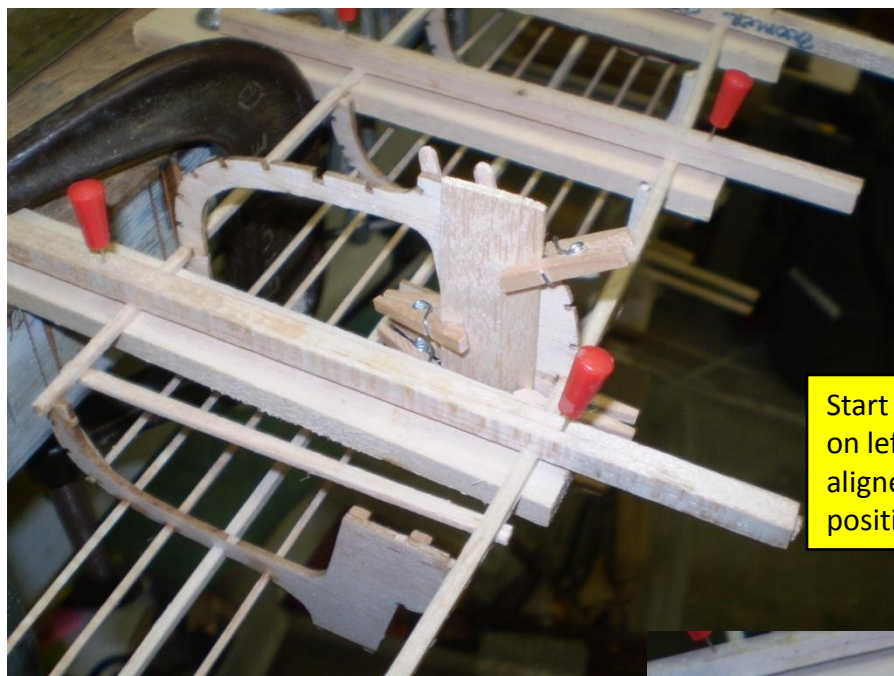




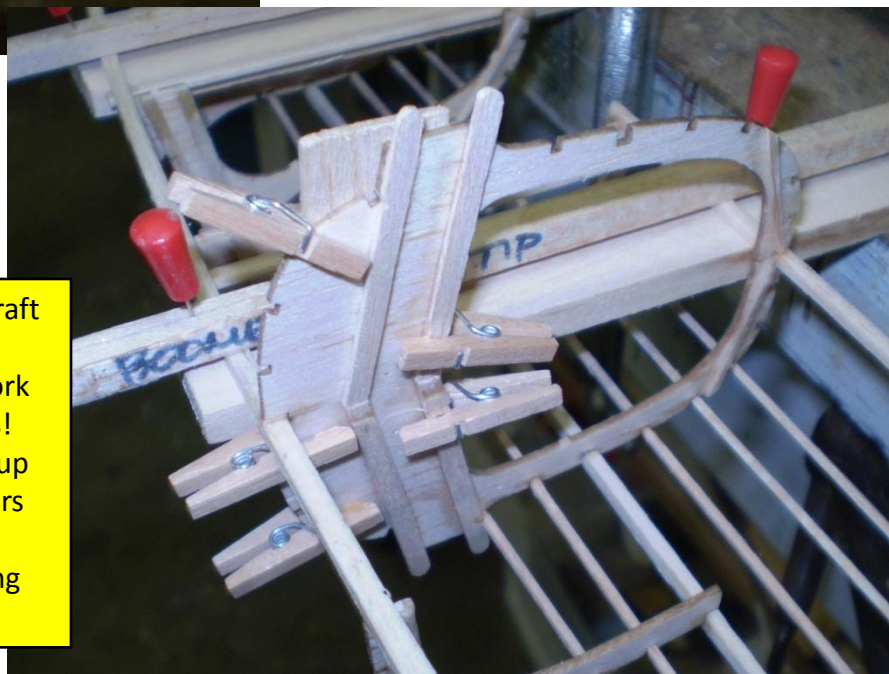
Clamping over the keel using scrap balsa. I use pine for the fingers so pins are easy to install.

Clamping strips to secure half shell against finger supports





Start right hand side with F-5 as done on left side sequence. Formers are aligned to opposite side formers for position.



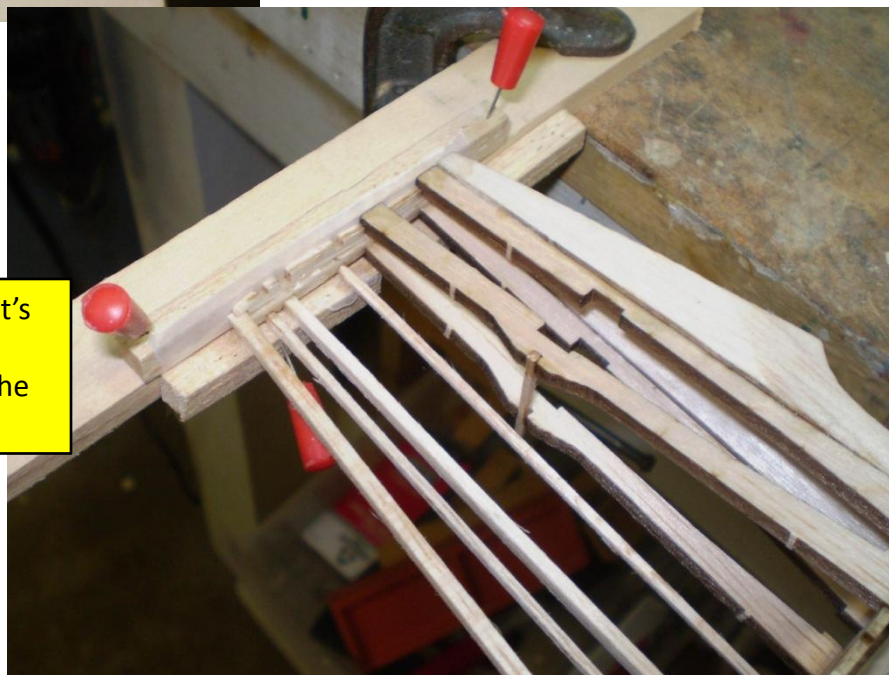
The little clothespins are from a craft supply store (Michael's) in the wooden novelty section. They work pretty good on small stuff like this! Use wax paper between any backup wood used to align and the formers to prevent damage from glue seepage and unintentional bonding of the temporary material





The tail filler area

Note the 1/16 square crosspiece-it's important to help this area when shaping, covering and shimming the stab for flight.







Former installations-aft fuselage



Forward fuselage formers

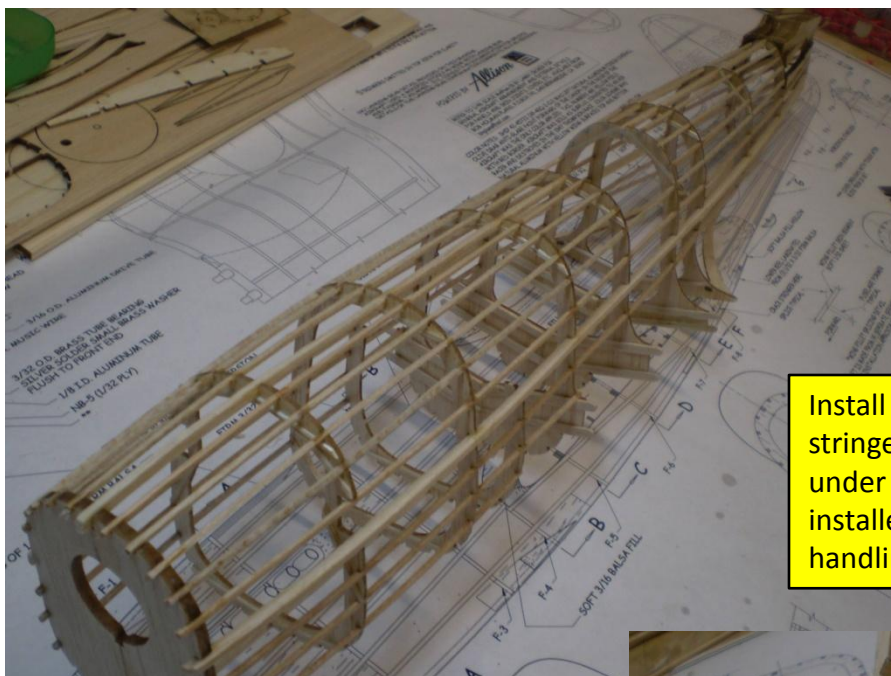


Temporary install W-1C for side keel and stringer installations-as done on left side

Install the same stringers as done on the left side before removing the fuselage assembly from the jig





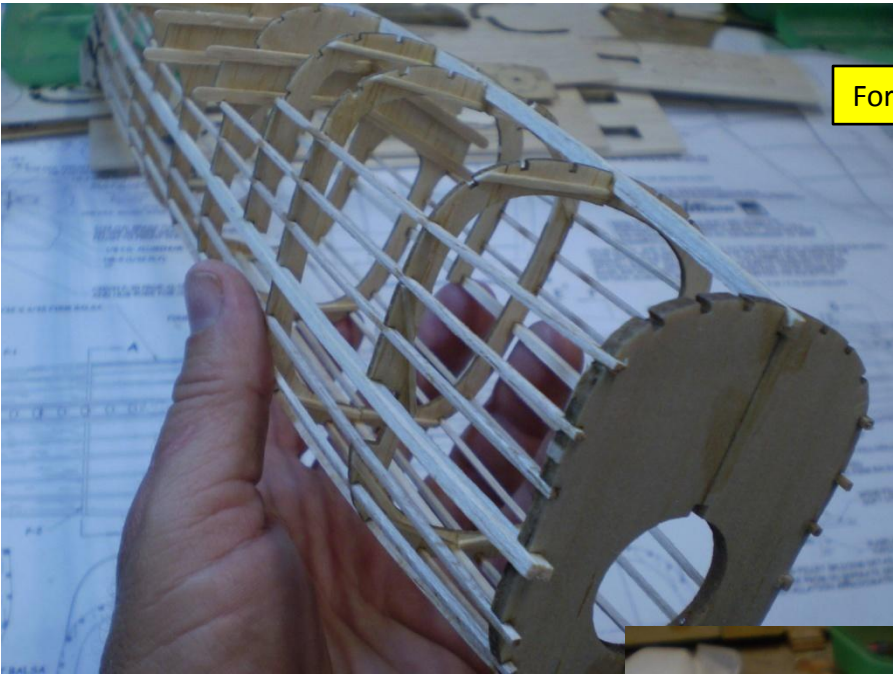


Install the rest of the upper fuselage stringers. Do not install the stringers under the wing until the wings are installed as these will get broken with handling during that step

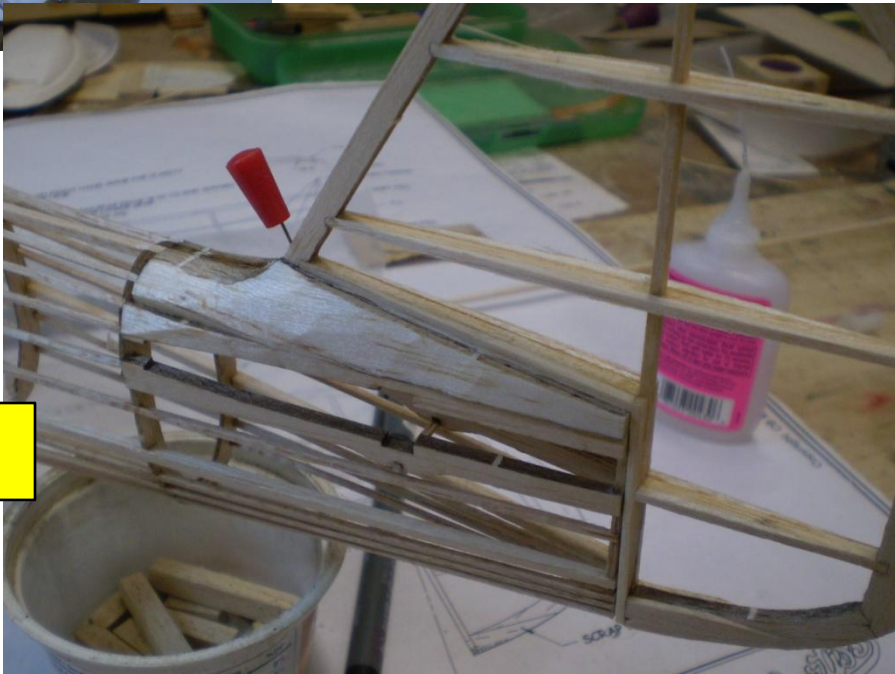
Note stringer common to the wing fillet area



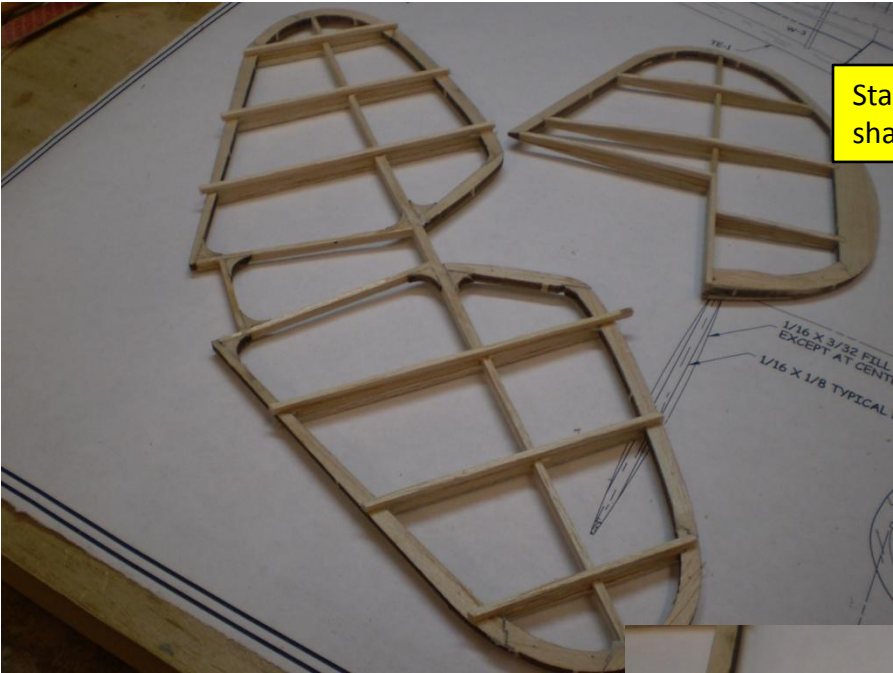




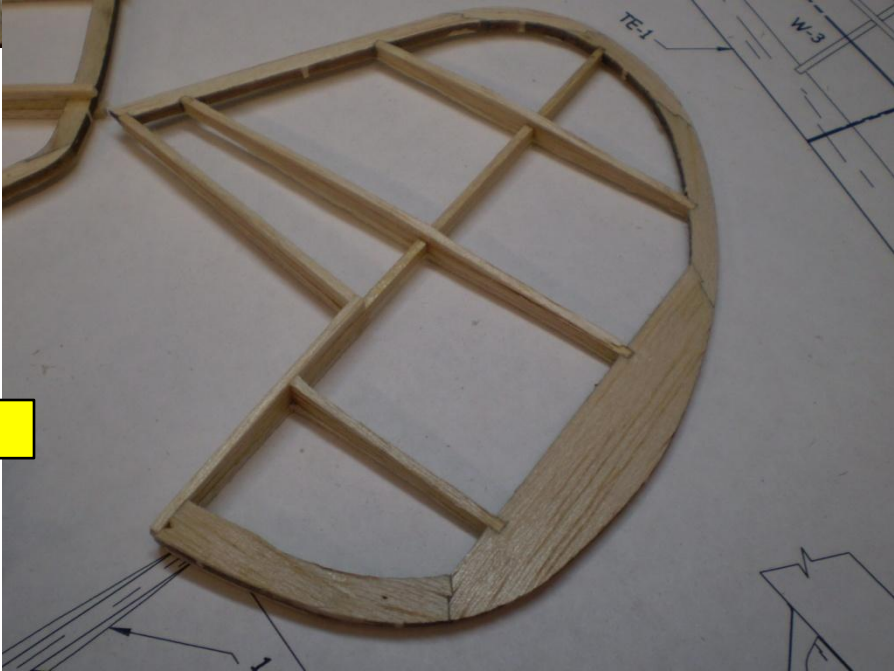
Forward area stringers



Rough shaping of rear fuselage filler using vertical fin



Stab assembly ready for sanding to shape and fin assembly



Shaped fin assembly