

Walt's version of the little Ford Flivver is going to set the aerodynamicists into a tizzy! That "flag" is up there to make up for lack of dihedral!!

## PEANUT FORD FLIVVER By Walt Mooney

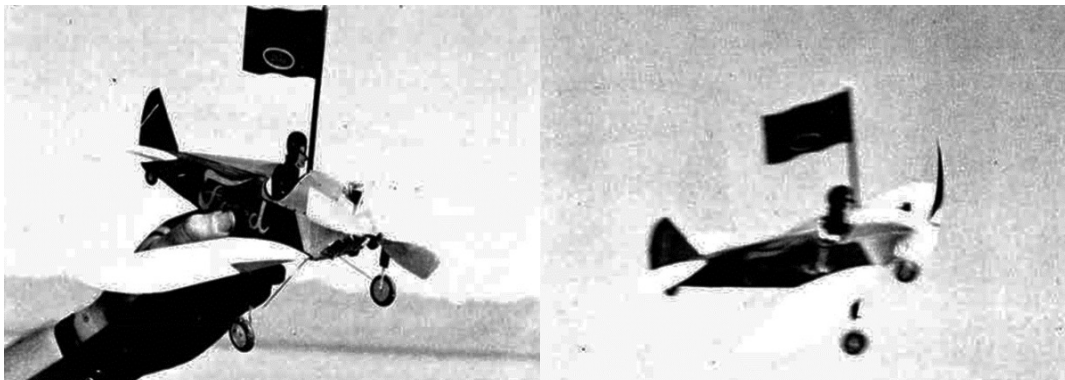
Here's one that will keep the self-appointed aeronautical engineers busy explaining for a while. Walt raised the flag and the no-dihedral led Ford "Flivver" turned into a "Stable Mable" Sets you to thinking, doesn't it?

• Did you ever want to build a scale low wing model but felt discouraged because it had absolutely no dihedral and the addition of dihedral would make it lose its unique character? The Ford Flivver is a model like that, except here is a sneaky development that makes it like it was on rails. All we did was make the pilot carry a flag. The flag provides the necessary dihedral effect and the Flivver flies with an absolutely flat wing as far as dihedral is concerned.

Lest I get credited with a new discovery, let me say that a gentleman named Lanchester, in the 1880's, used this forward vertical fin to make a tandem wing glider fly. Everything has been done before, but sometimes the ideas can get added together in a slightly different manner and the result is an interesting new answer. This simple little model of ail sheet balsa construction is a different approach and is quite an attention getter on the flying field.

All the surfaces and most of the fuselage is constructed using 1/32nd sheet balsa. Medium hard quarter sawed balsa is ideal. Note the grain direction indicated on the plan. The fuselage bottom covering should have the grain running across the fuselage.

Cut out all the parts and sand the edges smooth. Only two wing ribs are required and these are actually cut from the bottom edge of the fuselage sides.



How's that for a wide tread? Now Ford can claim they had it before Pontiac! Little flivver is all sheet balsa for fast yet light construction.

Yes, it do fly! The Mooney family had five Fords at the New Year's Day Peanut Scale contest in Las Vegas. How's that for sobering up?

Cement these in the proper place on the lower surface of the wing and add the lower parts of formers A and B between them. Add the fuselage bottom covering from one rib to the other.

Cement the aft end of the fuselage sides together and then proceed forward, adding the formers in the proper positions, and then at the very front, the nose block, carved from a block of balsa 1/2 inch thick with the grain running line with the fuselage. With the grain running in line with the fuselage. With the grain in this direction it is easy to punch the hole for the thrust bearing button using a piece of tubing which has a sharpened end.

The plans show a carved balsa front cowl, although the model in the picture has a vacuum formed plastic one for two reasons. First the original model needed a little clay in the nose to balance it for flying, and second, all five of the Mooney family made Flivvers for the Las Vegas Peanut Contest and once one cowl was carved it was easy to vacuum form four others.

The top decking aft of the cockpit is folded and formed from bond paper. From former D to the end of the fuselage above the horizontal tail there is a scrap of carved balsa. Cover the bottom of the fuselage with sheet, the grain running across, and cement the wing in place. Shape the front of the nose block as shown in the front view.

The propeller may be any of the plastic ones currently available. I would not advise one of a larger diameter because of the propeller's effect on stability, but slightly smaller ones should present no problems. Bend the landing gear wire and attach it to the fuselage with a couple of small pieces of masking tape.

The model was given a light spray coat of "Magic" brand spray can sanding sealer (available at Standard Brands Paint stores) and then lightly sanded. The red color was put on using a red felt pen. Silver plastic model enamel was used to paint the top and nose of the model and the Ford sign on each side of the fuselage. The wings and horizontal tail were left plain balsa in the interest of less weight.

Control surface outlines and paint separation lines are made with a fine black felt pen.

Details are then added. These include cylinders, rocker arms, pushrods, and intake manifold tubes on the engine. Also include the tail bracing wire and the landing gear brace legs and dummy shock absorbers.

Note that the aft leg and vertical leg with the shock absorber is not cemented to the wire but only to wing and the fuselage and of course to each other. The tail wheel and the cockpit combing are painted black as are the tires on the wheels if the wheels are wood.

Most of the above details are optional as far as flying is concerned, but the last details are essential if the model is to fly safely. The pilot and his flag make the model laterally stable so add them now. Make sure the flag flies parallel to the centerline of the fuselage. If it is angled to one side or the other it will have the effect of an aileron and cause the model to roll. Fly your favorite flag. (Mine is the STARS and STRIPES but this is only a toy airplane and not important enough to fly Old Glory). My wife's Ford flew the Jolly Roger.

