



The Bellanca's Wms. Bros, prop hauls it up for another calm and quiet flight. Undercambered wing has lots of lifting power.



Don has the right spirit about scale airplanes. There ought to be a pilot in every cockpit. These simple profiles drawn by son Darryl.

PEANUT BELLANCA

By Don Butman Another modeler has been caught by the Peanut Tidal Wave! The search is always on for different and unusual subjects. The Bellanca Light Tractor certainly fills the bill.

- "Safety, efficiency and economy par excellence!" These words, plus "Simplicity and Grace," appeared as advertising descriptions of the Bellanca CE 2-Place Biplane in Aviation Magazine, dated May 15 and June 1, 1919. The model shown on the plans is of the single-place version powered by a 35-hp Anzani ("Dependable Wartime-Tested") engine. It utilized wing warping and had a balanced rudder.

Other interesting facts include a 11.5:1 glide ratio, which meant that if you could get to 4600 ft. altitude (stated time - 14 minutes, with 25 minutes to 15,000 ft.), you could glide anywhere "within a diameter of 24 miles". Further, only 6 hp was required for horizontal flight, er flight! The top speed was 86 mph with a landing speed of 32 mph.

The model is typical "Sticks and Tissue" construction, with the fuselage side shown cross-hatched. The spar-less

wings are highly undercambered (think my pencil slipped?) which makes covering the panel bottoms a bit tedious. The tissue must be stuck (glued, doped, or ?) to each rib bottom, and I found that a drop or two of water rubbed into the tissue along with the dope seemed to do the trick.

The use of 1/32 and 1/64 plywood (struts, fairings, etc.) in place of balsa eases the pain of cutting small parts. Actually, the 1/64 plywood may be easily and neatly cut with a pair of fairly sharp scissors.

The two profile "Pilotes" shown on the plan were installed in my model and really do add a touch of realism! There is just nothing nicer (well, almost nothing!) than a peanut scale model toolin' through the air complete with Les Pilotes! (*"Les Pilotes" are the artistical creations of the author's son, Darryl. - WCN*)

The model flew with no adjustments, which rather astounded me, since both wings warped a bit! But fly it did, until the "airplane-eating-tree" in my front yard caught it!

Oh yes, one last tid-bit of information from the past. . . Mr. Joseph Bellanca's early efforts were financed by the Maryland Pressed Steel Company. He was the Chief Engineer of the Aircraft Department, and Mr. Harry E. Tudor was the New York Sales Manager.

The information concerning this Bellanca aircraft was supplied by Mr. D.D. Hatfield, Aviation Historian, of the Aviation History Library at Northrop Institute of Technology.#



The Bellanca's bones show the simple, light construction. Wing leading edges are 1/16 dowel.



On its way for another fun flight, the Bellanca romps away from Darryl's launch.