



Vrooom! All 13 inches of AD-4B pass overhead. Has nice proportions for a free flight model.



Modeled after a particular aircraft shown in color in the Profile Publication (No. 60), this model stands out in its basic red and white with black trim. Colored tissue used for covering.

# PEANUT SKYRAIDER

By  
Walt Mooney

Our "Peanut Vendor" gives us another "Shrink Job." Build the original AD-4B from Full Size Plans, and/or a Peanut version from plans on the next two pages. They're both great flyers!

●The Douglas Skyraider is one of the all time great airplanes. It was Pre-Designed overnight by Ed Heinemann, Leo Devlin, and Gene Root in a Washington Hotel room, in order to meet a Navy deadline, for which several other companies had already been at work on prototype airplanes. The AD emerged, in the long run, to be the best of them all . . . and the one that was built in greatest numbers over the longest period. There is a lesson here somewhere with respect to, "Too many cooks spoil the broth", which could have been helpful to Douglas's competition.

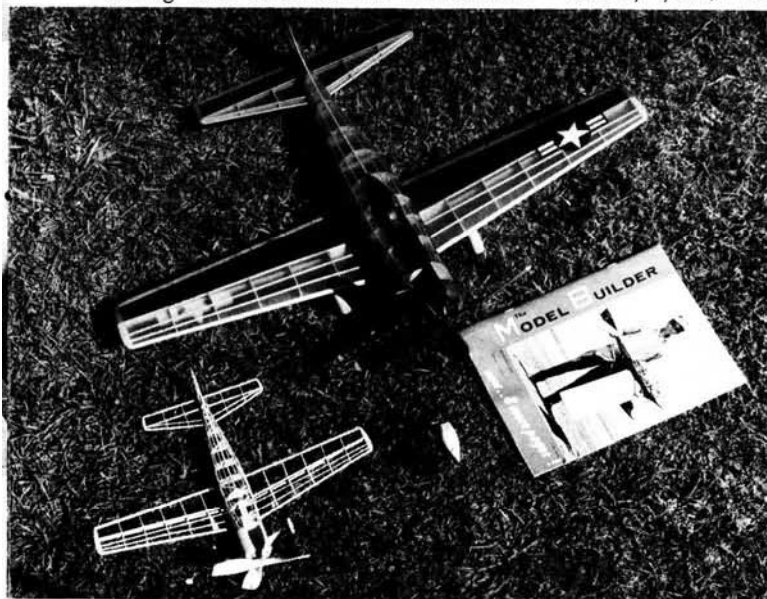
Most military airplanes have rather boring color schemes that tend to cam-

ouflage their true lines. But in 1965, Profile Publications came out with the Skyraider Profile No. 60, and the very last color scheme on the very last page is the one copied on the airplane in this article. It turned me on with its' red, white, and black color scheme, and so, in 1967, I built a 26 inch span model. Recently, I was interested in building a Navy Peanut Scale model and this airplane looked like a good choice. We shot the plans down to half size and, "voila!", there was a Peanut Scale Skyraider. There are seven years between my first view of Profile No. 60 and the Peanut version. If you look closely you'll notice that the Peanut

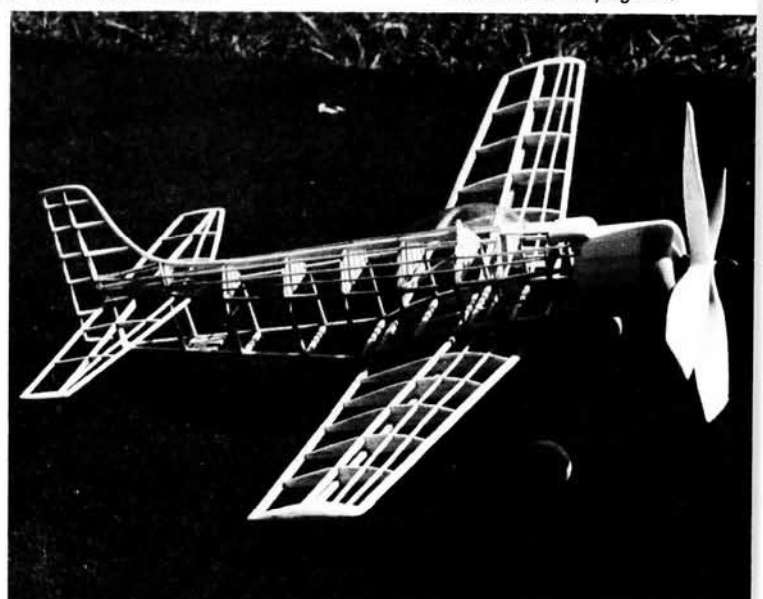
has a little more dihedral than the original. This is a result of earlier trimming difficulties, and the Peanut version has been stable right from the first flight.

Construction is the standard two-sides-built-over-the-plan-box, with formers and stringers, notched ribs with multiple-spar wings and tails, etc., which have been described so often in the past. We'll skip the basic construction, therefore, and get down to a couple of specific details and a more thorough discussion of how to achieve this color scheme on a Peanut Scale model and still have a relatively light weight

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Now Walt knew we couldn't resist printing this picture! It makes a nice size comparison, though. The choice of size is up to you.



The Skyraider's bones all exposed. Note the size of that giant paddle-blade prop! Ship flies best without any side or down-thrust.

would be wrong with changing the upper limit of class B and Proto to .40 displacement rather than the present .29? In case you haven't noticed, there aren't too many racing 29's being manufactured now . . . it's an out-dated size. While we're at it, let's bump combat's displacement limit up to .40 too. Think of it. The manufacturers who are interested in making hot engines could concentrate on just the .40 rather than .29's, .35's, and .40's. The result would be more manufacturers making contest engines. In addition, the engines would be better, and less expensive. Need I say that contest flying's more fun when you have a variety of engines competing . . . gives you a feeling of individuality if your's is different.

I visited Duke Fox's engine factory recently and got a peek at the new racing .40 he is working on. He was as excited about it as you or I would get about our own latest pride and joy. Duke really knows and loves motors, and if he decides to build this radical new racing engine (and I think he will) it will be something to make Fox fans blow their minds in a year or so. I also have joined the ranks of those (outside the lucky 100) who are panting for the new K&B .40 schnuerle port mill which Johnny Brodbeck (the "B" in K&B . . . anyone remember who the "K" was? Answer is at end of this column) says should come out around January-February of 1973.

Word is that the HP .40 is really a honker in Rat Racing, and that it is even giving the new K&B prototypes a good run. It truly is a beautiful piece of machinery, if you haven't had a chance to play with one yet. Notice how many new .29's and .35's I've been talking about — zero! Please refer back three paragraphs for the moral to this story.

I spent a few hours studying kits last week at Bernie's Hobby House here in Dallas . . . mainly just to see what is available. In many ways, it seems like nothing new ever shows up. Most of the stuff available, in kits was designed 10-20 years ago! The new Midwest kits (Cobra, Mustang, Guardian, P-40, Me 109) are selling well. They are intended to be stunt planes, and they fall in about the same class regarding flying excellence as the Sig Banshee and Midwest Magician, except they would be harder to build than the Banshee or Magician.

It is a shame that the Nobler (Top Flite) is the only kit available that

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flies as well as a Nobler. (*It isn't a shame according to Top Flite's Sid Axelrod! WCN*) A profile kit could be made to fly better, cost less and be easier to build. So why don't we see one? Maybe we will soon. In the meantime, you might try the "Trophy Trainer" (J. G. Models) which I haven't flown; but if its uncanny resemblance to my "Excalibur" design is any indicator, it should be a good one.

There's also the Ringmaster — Flitestreak — Buster — Cosmic Wind — Shoestring, class of "sport stunters." The Ringmaster is really an oldie, but still quite popular. It's no match in flying for the Flitestreak, though. The Flitestreak has a nice fat airfoil which many of the others don't, and this, along with a lighter wing, is the secret.

In all of the kits, the variation of wood quality in a single box was staggering. Most of the kits contained some wood that was harder than I thought it was possible to cut. Usually, the hard wood was in the worst possible place, like the tail surfaces or fuselage. The die cutting, however, was generally O.K., and I looked at virtually every brand of kit. It still bugged me to see, however, that the general theme of the kit designs seemed to be: Forget the weight, make the pieces so big a gorilla could handle them easily, and it won't require the builder to read any instructions. Even with that philosophy, though, the kits seem unnecessarily hard to build! Wonder why foam isn't seen more in Ukie? The Trophy Trainer mentioned above, and the Vampire combat kit are the only ones that come to mind as using foam wings.

That's it for now . . . Oh, by the way, the "K" in K&B stands for "Kading." Aren't you glad you know? ●

**Peanut . . . . . Continued from page 31**  
airplane.

Details worth discussing: The bubble canopy. It is made by carving a solid mold out of hardwood, we used white pine, and then using a toy Mattel Vacu-form to pull a clear plastic canopy over the form.

The vertical tail leading edge was made by laminating three pieces of one-sixteenth wide by one thirty-second thick balsa, using thinned-out white glue and a waxed form, cut out of one-eighth sheet, for a guide. Our laminated part runs down the centerline of the top of the model, from the back of the cockpit to the trailing edge of the rudder.

The four bladed propeller is made from two Sleek Streak propellers (plastic). These have half of their hubs notched away and are then dovetailed together in the proper way. Next, the hub is coated with a thin layer of epoxy, which gets into the joint and makes a good strong hub again. Make sure you have a lightly oiled wire in the propeller shaft hole when you are applying the epoxy so it doesn't get into the shaft hole and ruin your whole day. (Pun intended.)

We used the smallest Williams Brothers nose plug as a thrust bearing, and Marlow Engineering's wooden wheels. Also, we used a small ball bearing thrust washer between the propeller and the thrust bearing. These parts are handled by Bill Hannel (Plans & Things).

Stringers and the forward two wing spars are one thirty-second square and were cut from hard balsa sheet for the Peanut Scale version. All dimensions are doubled for the larger model and you'll have to carve a hardwood prop or find some larger plastic props for it.

Color scheme: The colors used

on this model are mostly of tissue paper for lightness, with a little black, yellow, white, and red Pactra enamel for plastics for fine details.

The wing and tail structures were designed to give a good color separation line without requiring double covering. Cover the wing forward of the main spar with white tissue and the remainder with red. The same goes for the horizontal tail. The only touchy part here is getting the front line of the red tissue straight and exactly where you want it.

Cover the entire fuselage and vertical tail with white tissue. Now water shrink the covered model. When this is dry and the tissue is tight, give the model one coat of thin dope. Dope as obtained from a model shop should be thinned half-and-half with thinner. When this is dry, start to add the color to the fuselage. Carefully cut out the red tissue to match the color line required. Lay it carefully in place on the fuselage and brush on real thin dope (3 to 1, or even less) to get it to adhere to the white tissue. Then cut out black tissue for the forward fuselage sides and follow the same procedure. Because the cowl has compound curves use red paint on it. Paint the anti-glare panel in the cockpit area with flat black paint and then install the canopy. The aft canopy frame is painted white and the windshield frame is flat black.

I used commercial decals for the insignia, and after the insignia was applied I used india ink for all the numbers and lettering and the dive brake outlines on the Peanut Scale version. The large numbers and letters on the big model were cut from tissue and applied just like the other colored tissue. I draw the numbers on a piece of bond paper, and tape this over several sheets of tissue on my work board. The letters are then cut out using a sharp razor blade.

Control surface outlines are drawn in using india ink. The propeller is painted flat black with yellow tips. The real airplanes did not have square tipped propellers, which we kept on the model in the interest of more duration.

Add other details as desired, including such things as the fin mounted pitot tube and the various antennas. If you don't go for the red and white color scheme, there are a lot of military variations to choose from.

After the model was all covered and detailed I gave it a very light spray coat of Standard Brands clear

RICH WALTERS'S

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1st 1971 LSF TOURNAMENT (PRECISION)  
1st 1971 LSF TOURNAMENT (OVERALL)  
1st 1972 WESTERN STATES (JUNIOR)  
1st 1972 NATIONALS (PRECISION)  
1st PLACE 1972 LSF TOURNAMENT (SPEED)  
2nd PLACE 1972 LSF TOURNAMENT (OVERALL)



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Magic Lacquer. Any gloss top coat that won't louse up your decals will probably work as well. This keeps the india ink from washing off in the dew. Mask the flat black so it doesn't get shiny. ●

**Pylon/4 . . . . . Continued from page 36**  
be accepted by every R/Cer.

The Q.M.R.C. has taken the following steps which will be adopted in their future events to assure equality to entrants:

- A. Fuel to be supplied by Club. (Brand to be used is noted on contest announcement.) All planes must de-fuel and refuel before entering ready area.
- B. Props will be furnished by club. One prop will be given to entrant. Additional props must be bought separately. Props will be color-coded by club, and must be used by contestant. Three sizes/types will be available to choose from. (A survey revealed that 90% of the entries of previous contests used these sizes/types.)

The club also has under consideration a workable rule, based on statistical data, to eliminate modified, hopped-up engines.

These are steps in the right direction, and I would appreciate any constructive comments on rules presently published and tested by individuals and clubs.

On the first of October, the Q.M.R.C. held their monthly contest at Mile Square, Orange County, with 26 entries competing. A grand total of 82 pounds of airplanes were weighed in, and after five heats, Jack Stafford emerged the victor with a perfect score, all wins. Second place was taken by Jim Kelly, just 2 points behind. Third place went to Paul Lorringer. A great variety of models appeared, proving that this event is not confined to Goodyear types.

One very interesting note pertaining

to this contest: the top 25 percent of the finalists must work the next contest. It's a great idea! This is one way to eliminate the problem of overworking the same individuals. It provides experience in conducting a contest and it allows others to move up to the win column.

In closing, I again request all those interested in seeing this event grow to write in your comments, MAKE YOURSELF HEARD! Forward mail to: Don Panek - 17835 Hiawatha St., Granada Hills, Calif. 91344. ●

**Workbench . . . Continued from page 7**  
while Marcial Davila uncovered a sleek looking black speedster reminiscent of control line days. The contest of 'who has the biggest bomb' ended when Gaston Mathelin displayed his HP rear rotor 40 powered *Quarter Midget* Ballerina. As might be expected, 1st place in this event went to Gaston, with 2nd going to Ramon Virgilio. For the only U.S. win, John Elliot with his Fibre Foam Products 'Vulcan' placed third.

The Lear Jet in the photos was NOT an entry in Open Pylon. Actually, it had not been flown at that time. The owner and builder, Mr. Cleefas Casillas France, stated that it lacked a few finishing touches. Built from RCM plans, the model cost over \$200 in materials, weighs 21 pounds, and is powered by two Webra 60's. Hats off for a tremendous undertaking, and we hope it flies as well as it looks.

The hospitality of the Mexican modelers has to be experienced to be believed. If you go to contests only to win, to find fault with the rules, and to argue with the judges, please stay home. But if your thing is to fly toy airplanes for the sake of flying them, with people who share that love, may we suggest: GUADALAJARA 1973. See you there! ●