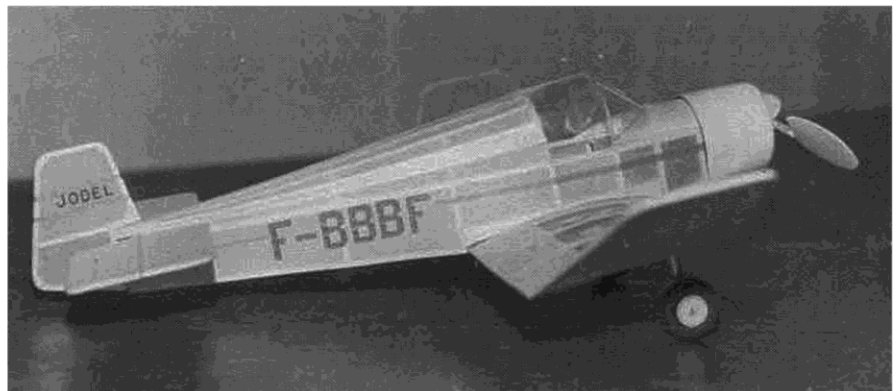


JODEL D.11, Peanut Française

Our regular Peanutter, Walt Mooney, is taking some time off, and so, while the cat's away . . . we bring you another version of the popular Jodel series, and again, it's a little unusual . . . By REX B. POWELL
PHOTOS BY AUTHOR

● The Societe Des Avions Jodel has had a significant effect on private flying in France and Europe. This all began in 1948 with the design and construction of the Jodel Bebe D.9. The immediate success of this aircraft, designed primarily for "home construction," lead to the development of a two seat version of the D.9. The prototype of this two seater was the Jodel D.11, flown first in the spring of 1950. The D.11 prototype was quickly followed by many versions such as the D.111 and the D.112. The distinguishing feature of the D.11 was the 45 hp Salmson 9ADb nine cylinder radial engine.

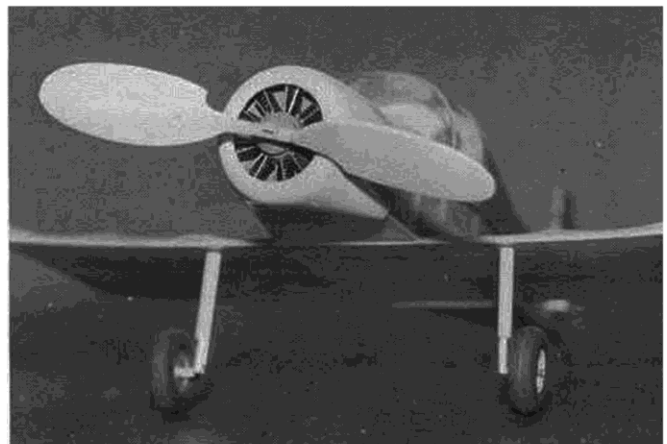
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Vac-U-Form was used to make cowl halves and wheels, however, these can be made from balsa without too much difficulty.



Generous dihedral and stab area are guarantees for stability. Canopy does not require molding, can be made from flat stock.



Unusual prop shape is dictated by radial engine cowl. Cylinders are built up from black nylon bolts.

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Being somewhat partial to radial engine scale models, the D.11 in my mind, made an excellent choice for a peanut subject. The construction is rather conventional so only details of unusual features will be enumerated.

One of the important aspects for realism is the engine. The model shown is a result of an attempt to achieve this realism with a minimum amount of work. The engine is made by first making the crankcase of a 7/16 inch diameter hardwood dowel 1/4 inch long. A 1/4 inch hole in the crankcase provides for the nose plug and prop shaft access. The cylinders are made of 1/4 inch long pieces of 8-32 black nylon bolts glued to the crankcase. Push rods are simulated by pieces of straight pins inserted into the crankcase. Details of the cylinder heads are omitted, since the plastic cowl prevents direct viewing of these parts. Upon completion of the engine the crankcase is glued to F1. The cowl was made by forming plastic over a hardwood mold using a Vac-u-form. The two cowl halves are cemented together, painted, and glued to C2.

The landing gear is formed of .020 music wire and wrapped with thread, as shown, to the wing structure. Balsa fairings are added after covering the wing. This provides a good rugged landing gear with good torsional spring action. The wheels are formed in two identical halves from plastic, using the Vac-u-form.

The remainder of the construction is evident from the drawing. The only deviation from the drawing which is helpful during the trimming process would be the addition of soft wire hinges to the rudder and elevator. Close inspection of the skeleton photo of a Jodel built by one of my flying buddies shows this modification.

The prop was constructed in Easy B indoor fashion and has been found to be just as good as a carved prop and much quicker to build.

The original model was covered with yellow tissue and Lite-Coat dope, black numerals, and a red fuselage stripe. Since the airplane was primarily a homebuilt with several hundred kits sold, I'm sure almost any color scheme could be found.