

● Shades of Bill Barnes and his SILVER LANCER . . . but what's this? The 1921 dateline precedes the famous BB1 by at least 15 years. Was it for real? Well . . . yes and no. The plane was designed by a very imaginative Italian, Giovanni Pegna, who owned the publication *L'Aeronautica*. The plane's sole reason for being was to win the 1921 Schneider Cup Race.

It seems that the bulky flying boats and pontoon-equipped aircraft were the usual fare for these races. Airports were small in those days and aircraft were not fitted with flaps and reversible props to slow them down and shorten the takeoff and landing run. These planes needed plenty of room.

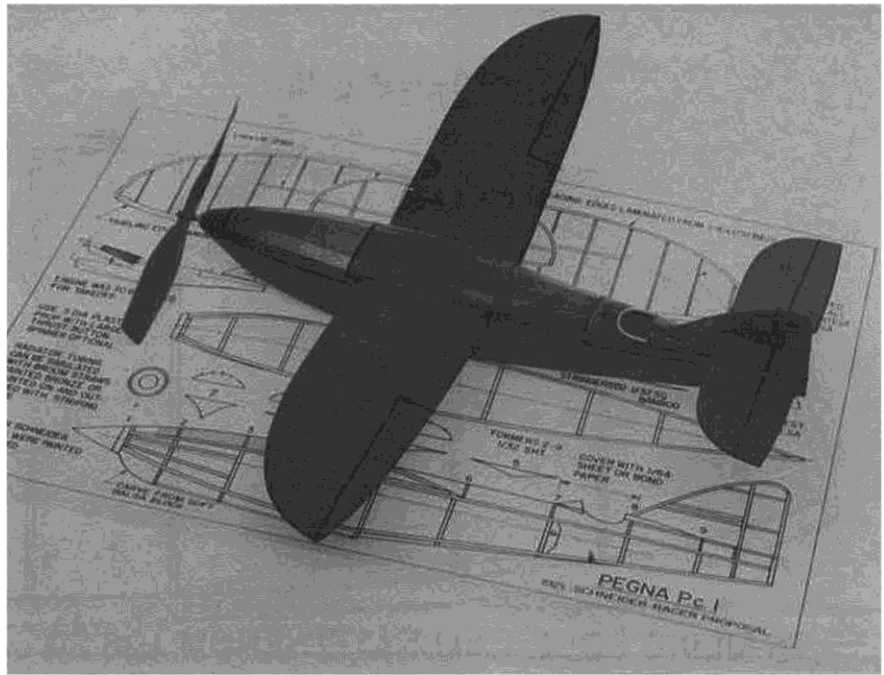
The conventional Schneider Cup racing planes had plenty of built-in headwind. If you ever visit the NATIONAL AIR AND SPACE MUSEUM, you'll see what I mean. Jimmy Doolittle's Curtiss R3C-2 that won the 1925 race is on display.

Well, anyway . . . Pegna, in his study of aero and hydrodynamics, knew that "sharp noses reduce drag." His idea was to reduce bulk and drag to a minimum, hence the P.c. 1. No floats or wires were to be used to cut speed.

The plane was to sit shoulder deep in the water. To take off and land, the engine was raised to permit the propeller to clear the water.

No, it never flew. Construction was started but a shortage of funds halted the project after quite a bit of time was spent in designing the hull and motor pivoting mechanism. If you want to read more about this plane and others like it, I recommend *THE SPEED SEEKERS*, by Thomas G. Foxworth. It is published by Doubleday & Company, Inc.

The proportions of this aircraft make



PHOTOS BY AUTHOR

PEGNA P.C. 1

By JOHN WALKER . . . An unusual, yet good-flying model of a full-size Italian aircraft designed for the 1921 Schneider Cup Race.

the Pegna an ideal Peanut. I know that for contest work, the model must be patterned after a real plane that flew. However, how many of you fly in contests? This plane is interesting and enjoyable to fly when you want to soothe the tattered nerves after a day in

the rat race.

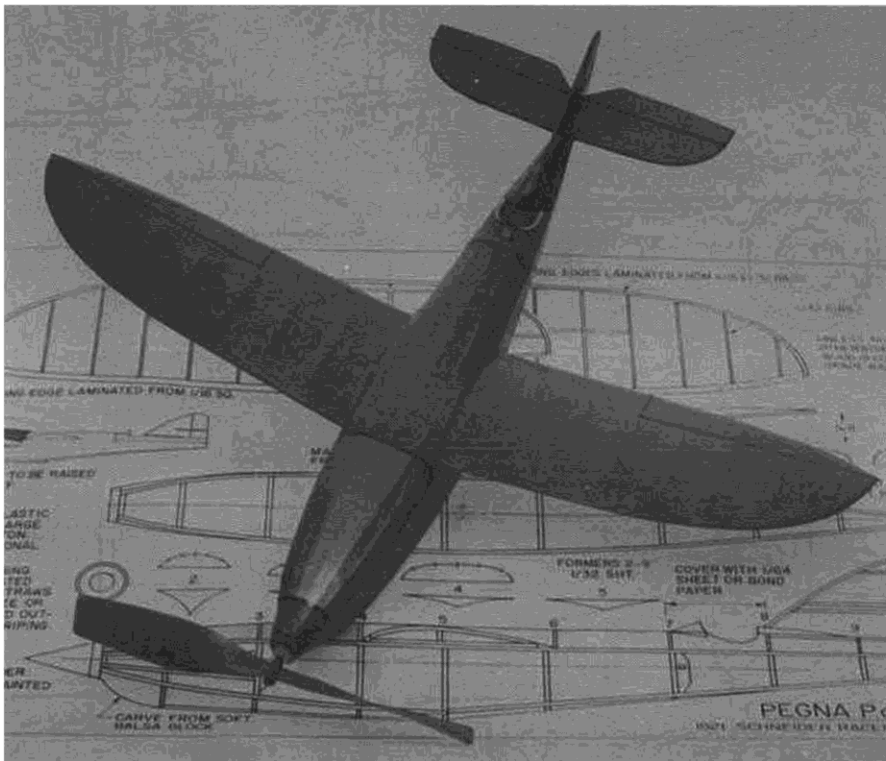
BUILDING THE MODEL

As with any model (or real plane, for that matter), the idea is to build it as light as possible while meeting flight and strength criteria. The plans indicate 1/16 sq. for the fuselage structure. You can use 1/20 sq. if it is available; it will help in building-in lightness. Cyanoacrylate adhesive was used to assemble the model.

The fuselage cannot be completed until the wing and rudder are added. The wing is unique in Peanut size because of the curve of the leading and trailing edge. They are built using the Mooney technique for laminating thin wood strips. It isn't as difficult as it looks. The multi-chord wing is readily taken care of by making a plywood pattern of the rib at the center section (shown on side view of fuselage) and slicing the required number of ribs. They are trimmed to length and cemented into place. Note that the spar is not full length; however, the wing will still be plenty strong.

Cover the model with red tissue and shrink the covering with denatured alcohol. Two thinned coats (50-50) of Sig Lite Cote dope will seal the tissue. Trim the exposed wood with matching red dope. Control outlines can be drawn with India ink or by using 1/32 trimming tape. The large radiator can be made using broom straws or dried grass and painting them bronze. The original model had a "painted on" radiator to cut down weight. However, if your

Continued on page 86



This has to be one of the most interesting Peanuts to come along. Note that the engine was designed to be raised up for takeoffs. What an engineering nightmare that must have been!

Peanut *Continued from page 59*

model is tail heavy, you might want to build up the radiator rather than add clay to the nose.

A loop of 1/8-inch well-lubed rubber will provide sufficient power for a light model. Flight is graceful and rather slow. To get scale speed, you will have to add more power and suffer the consequences.

If you want to ROG the model, make two "whiskers" of .010-inch music wire and cement them to the hull at the leading edge of the wing. Make them long enough so the prop will clear the ground.

Test glide over the proverbial long grass. When properly trimmed for glide, put about 100 turns in the motor and hand launch. Trim power flight down and/or side thrust until the model flies like you want it to fly. The model is docile and can be easily trimmed. ●