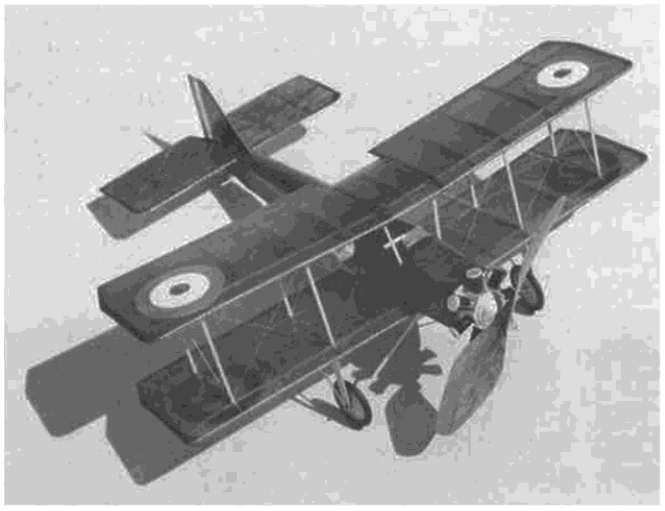
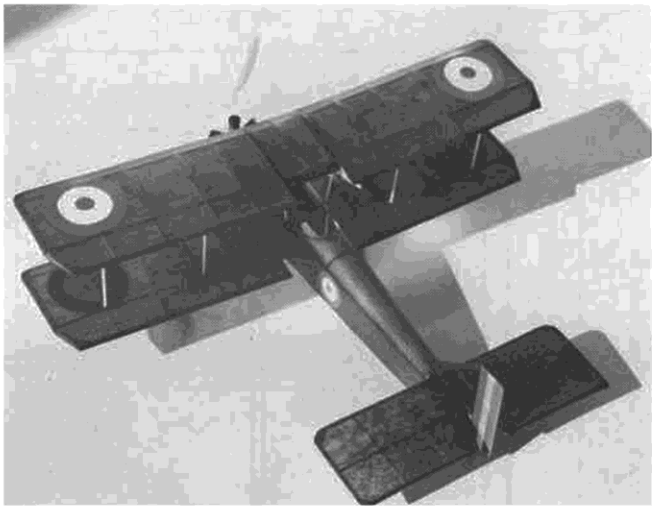


It would seem that someone designed this airplane for modelers first, and the built it full size. Lots of area, wide landing gear , simplicity.



Long tail moment adds to stability, promotes smooth flight. To get the proper coloring, Walt dyed his own tissue. Explained in text.

Peanut B.A.T. Baboon

PHOTOS BY FUDO TAKAGI

Did someone write a recent article about using wierd names for airplanes? They were almost 60 years too late! The B.A.T. Baboon indeed! Another wild Peanut and some special hints by . . . WALT MOONEY

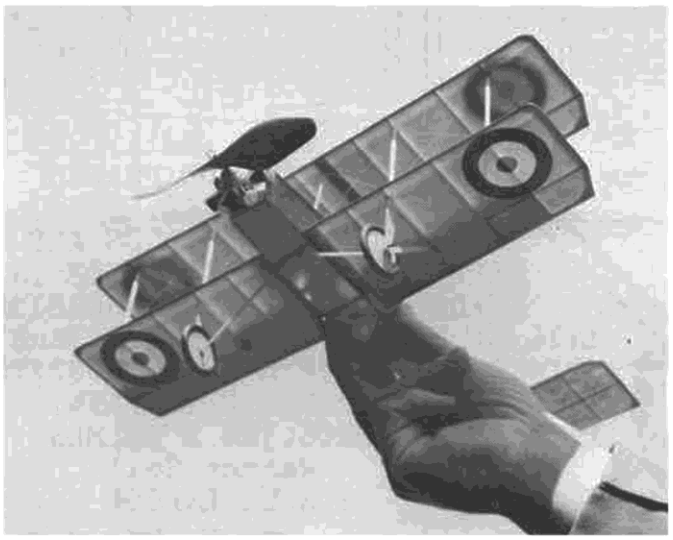
• There are a lot of different reasons that one can have for selecting a particular airplane to be made into a Peanut Scale model. Because Peanut Scale models are limited in span, it is desirable that that the design have relatively low aspect ratio wings, in order to obtain the largest possible wing area. This airplane meets the low aspect ratio criteria, and has two wings. The design should have a fairly long tail moment, which this design also has. For good R.O.G. takeoffs, it should have a stable landing gear arrangement. This aircraft probably has the widest track landing gear of any WW I airplane *(Or of any other era, for that matter! wcn)*. Some dihedral is also desirable.

Of course, the real reason a design is selected to model may be different from all of the above. In 1918, the British Aerial Transport Company constructed their Type F.K. 24, ("F. K." for Frederick Koolhoven) and gave it the name of "Baboon." What better reason to build a model than the fact that its name is unforgetable? Therefore, here is a Peanut Scale model of the "B.A.T. Baboon."

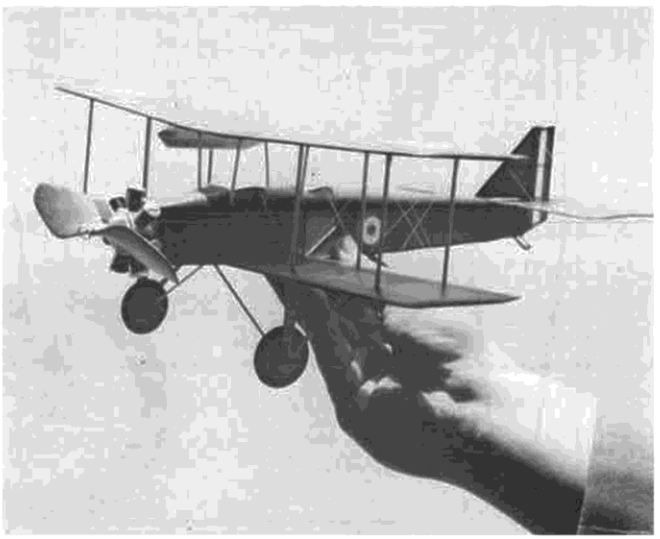
The basic design was meant to be a very simple-to-build, easy-to-rig, and simple-to-maintain, trainer. This tends to make for a simple model. The model is simple with the exception of the dummy seven cylinder engine. With the availability of Williams Brothers plastic cylinders, even the engine is not difficult to make.

The fuselage is constructed by first making two side frames directly over the plans. The side frames to be constructed are shown hatched, for clarity. The very first bay of the sides is filled with sheet balsa. When the cement is dry, remove the sides from the plans and carefully separate them. (If desired the frames can be built separately, but I find they are more apt to be exactly alike when I build them at the same time.) Now cement the two side frames together at the extreme aft end. Set this assembly above the top view of the fuselage so the correct angle of the sides at the tail post is obtained, and let it dry thoroughly. Then add the horizontal cross braces at each station, moving toward the nose. Note that the longerons will have to be cracked at the first sta-

Continued on page 57



How to get 48 legal square inches of wing area in a Peanut . . . build a Baboon!



The extremely wide landing gear tread shows up well when seen from this angle. Williams Bros. cylinders used to make the engine.