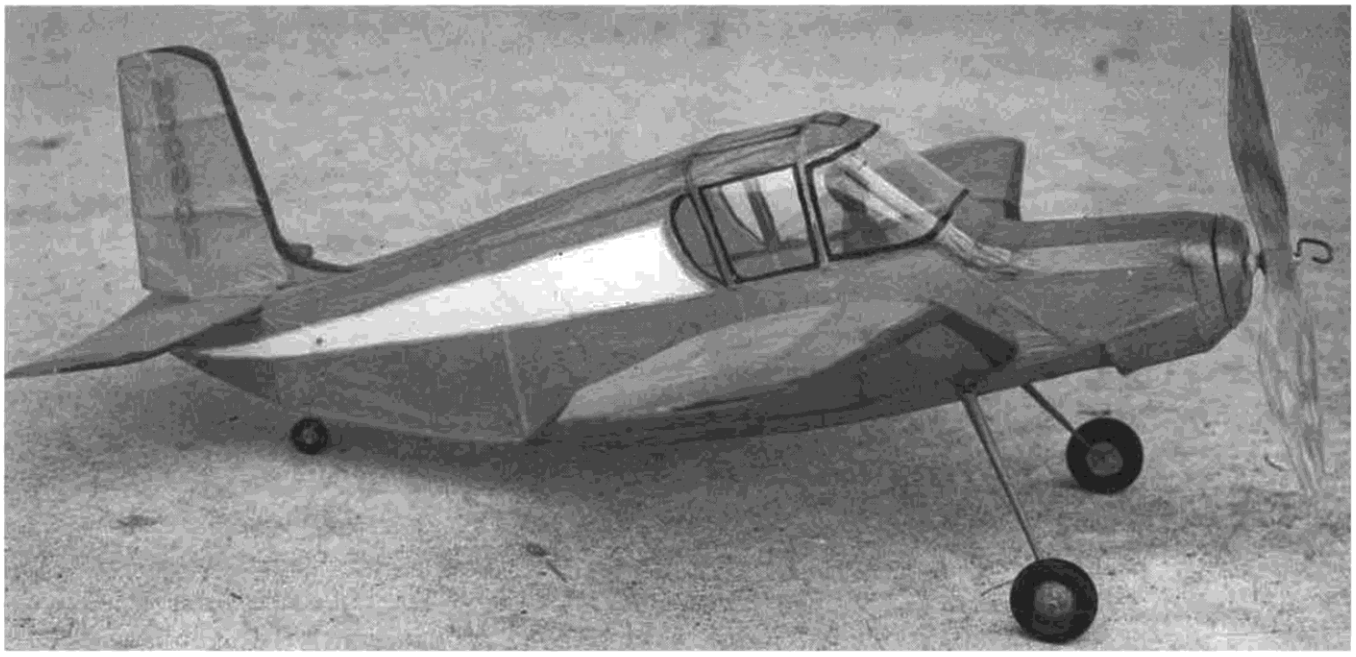

Peanut LANIER PARAPLANE

By DON BROWN . . . This has to be one of the largest and most unusual Peanut Scale models we have seen. It was all we could do to cram it into the regularly alloted space, so please excuse the overlaps!

• What would the perfect Peanut be like? . . . Unusual design? Plenty of wing area? Large tail surfaces? Long fuselage, long landing gear, stable enough to be flown (exact scale), indoors or out!

Enter the LANIER PARAPLANE, a design concept that started around 1907 and finalized in the early 60's. This version was flown as slow as 18-19 mph under complete control. Paraplanes were to be flown from postage stamp airports only 800 ft. from fence to fence. What happened to the Paraplanes? Who knows? But it makes a great Peanut Scale model!

CONSTRUCTION: All 1/16th sq. and 1/16th sheet is used, except the noseblock. The fuselage on the original was slab-sided, so the design lends itself very well to the old method of building 2 side frames and joining them with top and bottom formers. The stab and rudder are built flat on the plan, and 1/16th cap strips are added on the top of the stab and sanded to airfoil shape. The rudder can be capstripped on both sides.

The wing builds up a little differently due to the extreme gull dihedral. Build basic structure (leading and trailedge, lower front and rear spar and all ribs), being careful to use wing rib angle templates for ribs W1 and W2. Crack at the dihedral break lines, and block up at rib W2 and W4 to match wing front view on plan, then add top spars and crack lower spars at W4 to meet the wing tip at the proper angle.

The rest of the structure is standard

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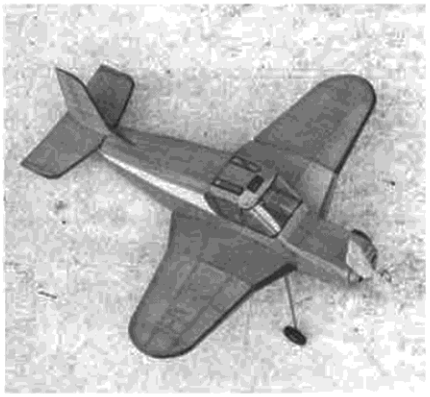
Unusual wing configuration of the Lanier Paraplane shows well in this photo. If you think that shape is wierd, take a look at the airfoil! Model is large for a peanut.



Plan view photo discloses the generous area within the 13" span. A fine flier.

Peanut . . . . . *Continued from page 47*

practice (don't forget to put stringers on the fuselage in pairs to keep everything squared up as you go), and should present no difficulty. If you will be flying your Paraplane only indoors, and want a lighter model (this one weighs almost an ounce), you may cut lightening holes in the wing ribs, use balsa wheels (from OLDTIMER Models, Box 18001, Milwaukee, Wisc. 53218), and make formers F4, F8, F9, F10, F14 and F15 from 1/32nd sheet instead of 1/16th.

FLYING: I usually make up my rubber motors about half again as long as the distance from hook to hook, as this gives me a little extra rubber but still doesn't affect the balance to any great degree. The model should balance as shown on the plan (my Paraplane balanced OK without any added weight). The angles of the flying surfaces and thrust-line shown on the plan are as my model trimmed out . . . You might need more downthrust and maybe a little right thrust.

I flew this model with a 6 inch Testors prop, from one of the "ready-to-flys", but any good 6 inch plastic will be fine. The model will R.O.G., but prop clearance is about zilch, so get it trimmed and flying well before you try it! We haven't located an indoor flying site in my area yet, so my Paraplane has only been flown outdoors. If you fly indoors, you might need to use a prop with wider blades or a lighter rubber motor, as this model, powered per the plans, climbs like crazy!!! ●