

The Rose Parrakeet is one of the easier biplane Peanuts to construct as there are no flying wires to hassle with, and the tail is sheet wood.

ROSE PARRAKEET

By SEARS McCORRISON . . . If you've never built a biplane before, try the Rose Parrakeet; it's a pleasant, painless portal for prospective Peanut producers!

• The Rose Parrakeet is an excellent subject for Peanut scale modeling. Instead of flying and landing wires, the wing rigging consists of a single strut from the top of the rear N strut to the lower wing fuselage joint in front of the cockpit. The model can thus show scale wing bracing without the use of thread or monofilament.

Construction is standard stick and tissue. The fuselage is built of 1/16-inch square balsa, with 1/16 balsa sheet for the stabilizer and lower wing mounts. Fuselage formers are 1/32 balsa sheet except for 1T, 1B, and 2T, which are 1/16 balsa sheet. The top and bottom stringers are 1/16 square, one each. Before starting the fuselage, check the longeron material to make sure that each one has the same hardness and bends the same amount when flexed. Build the sides on the plan using pins to hold the balsa in place. (I use card holder pins for all my building. These are somewhat larger than common pins, and they have a round top which makes them easy to grip.)

Cement the rear fuselage sides together and allow them to dry. Cut the crosspieces for Station 3 and carefully cement them in place, lining up the

fuselage to make sure that it is square. Allow the fuselage to dry completely before proceeding. Place the rest of the crosspieces in the frame at this time, station by station, checking the alignment on the plan as each station's cross-braces are placed in the fuselage. Note that Station 2T has two cross-braces.

The formers may be notched for the stringers before or after placing on the fuselage. I find it easier to place them on unnotched and cut the notches on the fuselage with a file 1/16-inch thick. Former 3B will have to be notched on the fuselage. Place only one Former 2T on the fuselage at this time.

Bend the landing gear from .032 wire, using the plan as a guide. Place cement on the bottom and one side of the other Former 2T. Place the LG on the fuselage at Former 2T and out the other 2T over it, making a sandwich. Hold for a short while to make sure the cement has covered the joint, then take apart again and allow the cement to dry about five to ten minutes. Recement the second Former 2T and press back into place with the LG wire. Hold or clamp until it is dry.

There is no notch in Former 4T. The stringer is butted against it where shown. When all formers and stringers are in

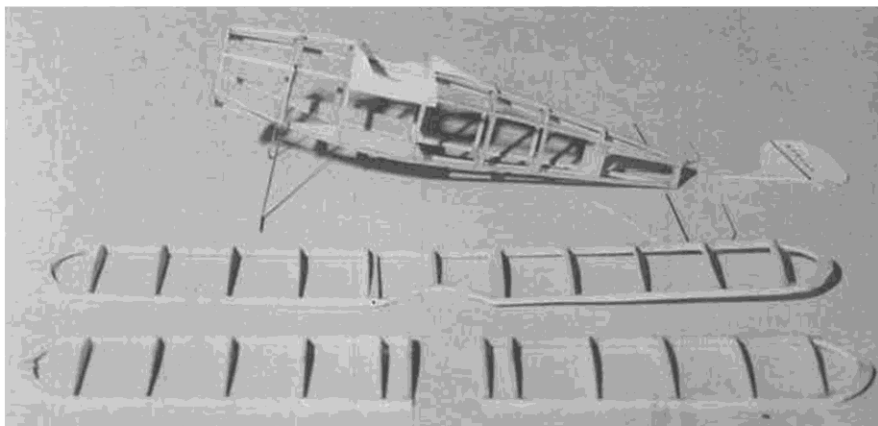
place, cut the cockpit and headrest from bond paper and cement in place. In this size model, bond paper has enough stiffness to hold its shape without stringers.

Cut the nose block from 1/4-inch sheet, carve and sand to shape. Place the nose block on the front of the fuselage and mark the location of the inside of the frame. Do the same with a piece of 1/8 sheet. Cut out the 1/8 sheet piece and cement to the nose block on the marked spot, checking the location by placing it on the fuselage. Remove and set aside to dry.

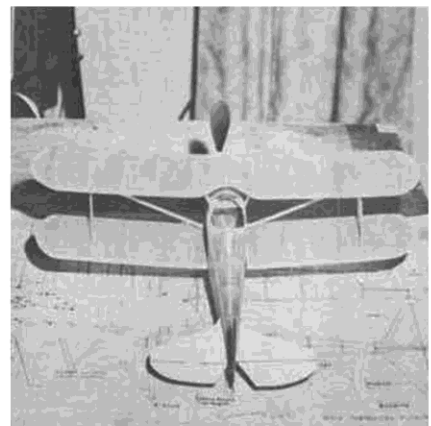
Cover, water spray, and dope the fuselage. Cut two pieces of 1/16 sheet to the shape shown on the side view with the heavy line marked cowling, place on the fuselage sides between Stations 1 and 2, and trim top and bottom to blend into fuselage. Place dummy cylinders on cowling.

Build the wings on the plan, making sure to have one right and one left lower wing. Round the leading edge and tips. Sand the trailing edge to a triangular shape. Crack the upper wing at the center rib and apply cement at the crack.

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Simple construction technique is obvious in this photo of the framed-up Rose Parrakeet. We recommend it as a first-time biplane for the Peanut builder with limited experience.



Ready for takeoff! After covering the wings and fuselage with tissue & dope, naturally.

Hold one side of the wing on the board and block the other side to a dihedral of about five-eighths of an inch. Water spray and lightly dope the wings. Sand $1/16 \times 1/8$ balsa strips to a streamline shape. Use these for the cabane, N and dummy LG struts ($1/64$ plywood may be used instead).

Scrape a little covering from the upper wing strut points and cement the cabane struts in place. Cement the stab halves and rudder to the fuselage, checking the alignment while they are drying. Cement the windshield to the fuselage before the top wing is put in place. Scrape a little covering from the fuselage at the struts and cement the upper wing on, checking the alignment with the fuselage and tail surfaces. Allow drying time, then place the model upside down and cement the N struts to the bottom of the upper wing. Cement the lower wings in place, checking their alignment.

When the wings are dry, take a length of streamlined $1/16 \times 1/8$ balsa and cut to fit between the top wing rear N strut and the lower wing fuselage joint at the Station 3 upright. Cut and try until it fits, then cement in place. Bend the tailskid from $1/32$ music wire and cement in place. For a removable nose block, bend two wire hooks and place one above the dummy cylinder on one side, and below the dummy cylinder on the other side. Hold the nose block on with a small rubber band.

The rear rubber hook is a common pin pushed through the fuselage at the $1/16 \times 1/8$ piece below the stab. Leave an opening at the rear of the fuselage for changing the rubber. ●