

CUT SPAR FROM 1/16TH SHEET TO DIHEDRAL SHOWN
IN FRONT
VIEW.

1/16 BY 1/8 Balsa LEADING EDGE

LAMINATED BASSWOOD WING TIPS INTEGRAL THE TRAILING EDGE
OF THE WING.

ALL RIBS ARE SLICED RIB ASSYS EXCEPT AT WING CENTER.

WING PLAN

TYPICAL SLICED RIB SHAPES

FROM 1/32ND SHEET

FIRST FUSELAGE BAY
CARVED FROM BLOCK
BALSA.

TOP OF FUSELAGE IS COVERED WITH
1/32ND (OR THINNER) SHEET BALSA.

CENTER RIB SHAPE (1/16TH)

HORIZONTAL TAIL PLAN

TYPICAL
TAIL RIB

SOLID BALSA PYLON.

FUSELAGE
PLAN
VIEW

REAR MOTOR PEG

FUSELAGE FORMERS ARE 1/32ND SHEET BALSA

THIS
FORMER
1/16TH

DUMMY ENGINE MADE UP
FROM WILLIAMS BROS.
CYLINDARS.

VERTICAL AND HORIZONTAL TAIL
OUTLINES ARE LAMINATED BASSWOOD.

SPAR PATTERN

FRONT
VIEW

1/16
BY
1/8

ALL 1/16TH
SQUARES FOR
STRUCTURE.

1/16TH BY
3/16TH

SCALE PROPELLER

SUGGESTED FLYING PROPELLER
SIZE.

BALSA DONUT
WHEELS

FUSELAGE SIDE VIEW

MAIN FUSELAGE SIDE
FRAMES SHOWN HATCHED.

TRUE STRUT
SIZE SIZE.

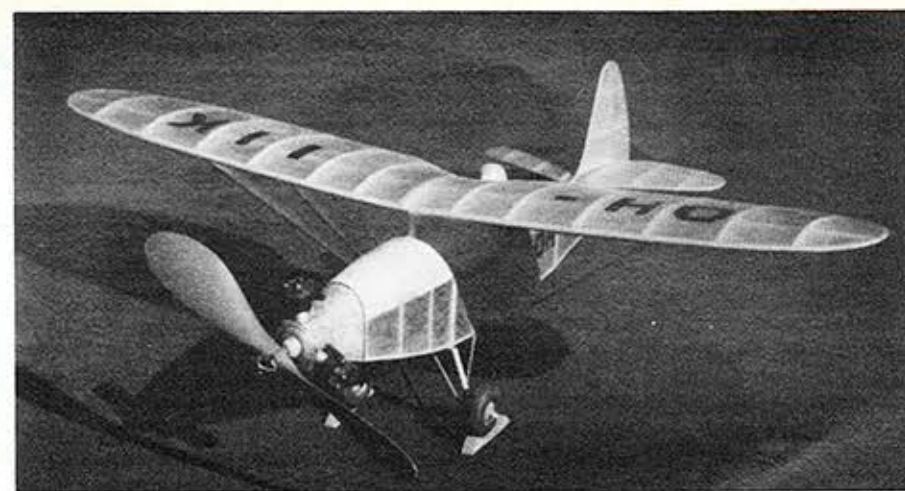
NOTE
LANDING
GEAR WIRE
PATTERN.

THE *Viri* A FINNISH HOMEBUILT "OH-IK" PEANUT SCALE MODEL BY *Nalt Mooney* 12-02-80

• One of the unexpected and delightful aspects of these Peanut scale model articles has been the number of friendly letters that have come from all over the world. One of the correspondents is a Finnair DC-9 Captain, Kari Heikkala, with an interest in all types of aeromodelling. As part of our correspondence, he sent me the three-views for "VIRI." This little aeroplane was built in the late thirties and is somewhat similar in concept to the more familiar British "Comper Swift." The following several paragraphs are Captain Heikkala's translation of the story of VIRI, published in the Finnish aviation magazine *Ilmailu* in 1961.

In the afternoon of New Year's Day in 1938 a wild rumor was spread in Turku, Finland: an aircraft had crashed on the roof of a building right in the middle of town. The people who rushed to the scene found that it was not a rumor, but a fact. On the roof of a small wooden house were the remnants of a small aircraft with the broken fuselage hanging partly over the street. More rumors were told until the newspapers told the full story the next day. Mr. A. Neiminen, an engineer of the State Aircraft Factory, had arrived in Turku from Tampere the day before to pay a visit to his parents. On New Year's Day, at two o'clock in the afternoon, he took off from Artukainen airfield for his return trip. The takeoff and the initial flight were uneventful, but when the plane reached the town area its engine began to sputter. Suitable places for a forced landing were not available, so the flight ended on the roof of a house. In this house lived the parents of the pilot! Thus ended the story of VIRI, the representative of Finnish prewar sport aviation. It undoubtedly could have had possibilities for wider use.

In the middle of the 1930's, when the main part of the very modest fleet of sport planes consisted of worn-out Moth and Saaski planes, the Aviation Engineer's club raised the idea of building a small plane to be used mainly in aviation clubs. The plane should be suitable for Airbata, easy to build, and cheap to maintain. The technical chief of the State Aircraft Factory assumed the responsibility of the main designer.



PHOTOS BY FUDO TAKAGI

Ain't she a cutie? With a bit of re-engineering, the full-size aircraft could be a popular subject with today's ultralight crowd.

PEANUT SCALE FINNISH VIRI

By WALT MOONEY . . . The Peanut Professor comes through again, this time with a quaint little single-seater from the 1930s. Hmmm . . . how about a scaled-up version for Jumbo Rubber Scale?

A 1/10 scale model was then built and tested in the laboratories of the Czechoslovakia State Aircraft Factory. The results showed that the plane could be expected to meet the designer's goals. Choosing an engine for VIRI was not an easy task, as we Finns did not have much experience with sport plane engines at that time. Already then the price was an important factor. Finally, an American engine was chosen, a Szekely Jr., three-cylinder, aircooled radial engine, developing 40 hp. Construction began in the first half of 1936, and on September 15 the plane was rolled out. Test flights were begun and the aircraft was registered on May 12, 1937, as OH-IJK, where India-India-Kilo stands for the owner, Ilmailuinsinööri Kerho, or Aviation Engineer's Club. The test flights gave mainly satisfactory results and the 20-odd civilian and military pilots who flew it mainly praised it as an aerobatic trainer, but it was not as

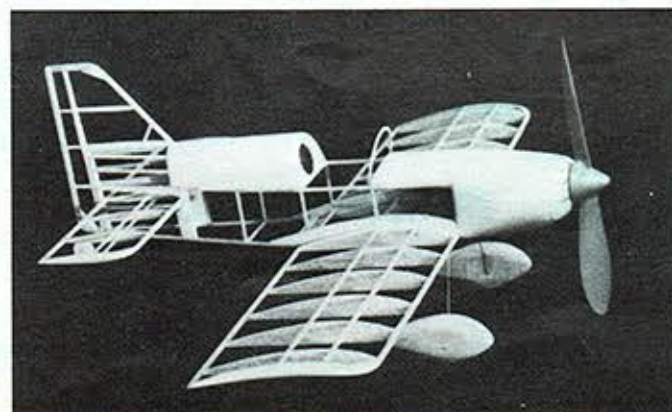
stable as it could have been. However, VIRI became known as an aerobatic performer in the hands of Mr. Neiminen who flew it at several airshows around Finland.

It was of wooden construction throughout, with the fuselage and tailplane and fin covered with plywood and the rest covered with canvas. The instrument panel had rpm, oil pressure, speed, and altitude indicators, as well as a compass.

P.S. It had flown a total of 93 hours when it crashed. Its color was a brownish orange.

There are no new structural concepts in this model if you have been following the Peanut articles in *R/C Model Builder*. The pleasing shapes of the flying surfaces make the use of laminated outlines desirable as well as the use of sliced wing ribs to accommodate the elliptical taper. I used three pieces of

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Walt's next Peanut is the BD-8 stunt airplane. Might have some dihedral by the time he's finished. Has mucho wing area.



Nicely curved wing and tail outlines are laminated from basswood strips, using white glue. Original model covered in orange tissue.

