

FRONT VIEW

TOP VIEW

SIDE VIEW

LOWER WING

STABILIZER

4 LAMS. 1/64" X 1/20" Balsa
OUTLINE

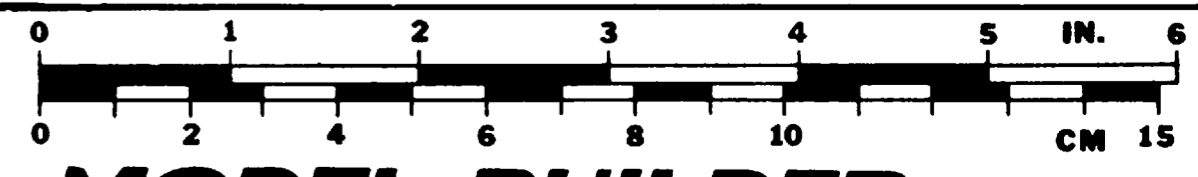
COLOR SCHEME
ALL YELLOW EXCEPT
AS NOTED

NOTE:
ALL FORMERS 1/20" SHT.
Balsa UNLESS OTHER-
WISE SPECIFIED.

SCALE SOURCES

RACING PLANES VOL VII 1971 ANNUAL
BY KINERT
AIR PROGRESS
WORLD'S GREAT AIRCRAFT (1972)
DESIGNED AND DRAWN BY:

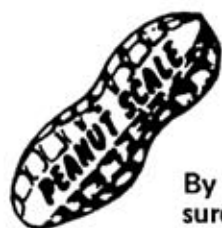
ROBERT C. SWEITZER



MODEL BUILDER
magazine
Plan No: 3823

BILL WARWICK'S W-4
Hot canary

PEANUT SCALE



HOT CANARY

By BOB SWEITZER . . . When you take this far out Peanut to the next flying session, you're sure to get a few double-takes when it's first spotted. Length of the rubber motor alone should make for long flight duration. Also, you'll learn something about sheet balsa forming.

Modelers are continually seeking out the unusual and different scale subjects to build. A quick glance at the cover of *World's Great Aircraft* by Air Progress, revealed a color picture of a little, light yellow racing biplane with negative stagger wings and square fuselage sides. The "Hot Canary" was just what I was looking for. Inside the magazine there were more color photos and a short article on the subject. More research into *Racing Planes 1971* annual by Reed Kinert uncovered more photos and the necessary three-views. It was time to sharpen the pencils and design a model.

The "Hot Canary W-4" was designed, built, and flown by Bill Warwick. It was completed in 1970, and competed in its first race at Fort Lauderdale air races the same year. Bill and Canary showed their baptism of fire (it was his first air race, too) by winning the Sport Biplane consolation race. In June 1971 at Cape May, New Jersey, the torrid twosome won both the preliminary heat race and the main event. The Canary has 14'-9" of staggered laminar flow wings that sizzle throughout the air at just under 170mph.

During the preliminary layout plans, it became apparent that the Hot Canary

would be more than just a cute model. It would be large for a peanut scale (15 inch long fuselage and 66.7 square inches of wing area), sort of a Walnut scale in a Peanut shell. You may have to carry a tape measure to set any non-believers straight.

The model's size and long nose moment requires very careful selection of light, strong balsa. Micro-X Products, Inc. has an excellent offering in 1/64 and 1/20 square balsa. They also carry a good choice of tissue. The cost of their catalog is a worth while investment.

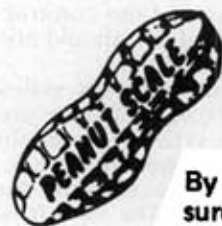
The Canary is not advised for beginners because of the construction methods. I will not cover the construction stick-by-stick, but elaborate in detail on the difficult aspects. The liberal use of molded balsa components, laminated wing tips, and laminated tail surface outlines may not appeal to many modelers. Don't let the formed balsa parts discourage you, because it is much easier than it looks (this was the first time I tried it).

Complete the basic fuselage box frame with all nose formers in place.

Begin the molded balsa components with the nose side cheek, as these are simple and easy and will build up your courage to attack the headrest. Select a piece of 3/8 inch sheet balsa and cut to the outline, using the fuselage nose side view (from F3 to F5) as a pattern. Formers F3 and F5 provide the shape to carve the form block. I copied just the curved section of F3 and F5 on each end of the block and carved to shape. I only formed the curved portion of the nose cheeks because the straight sections will take care of themselves . . . just allow enough



Here's one model you can build without worrying about it coming out tail heavy! Biggest problem is convincing anyone it's a peanut. Too big to publish full-size plans.



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