

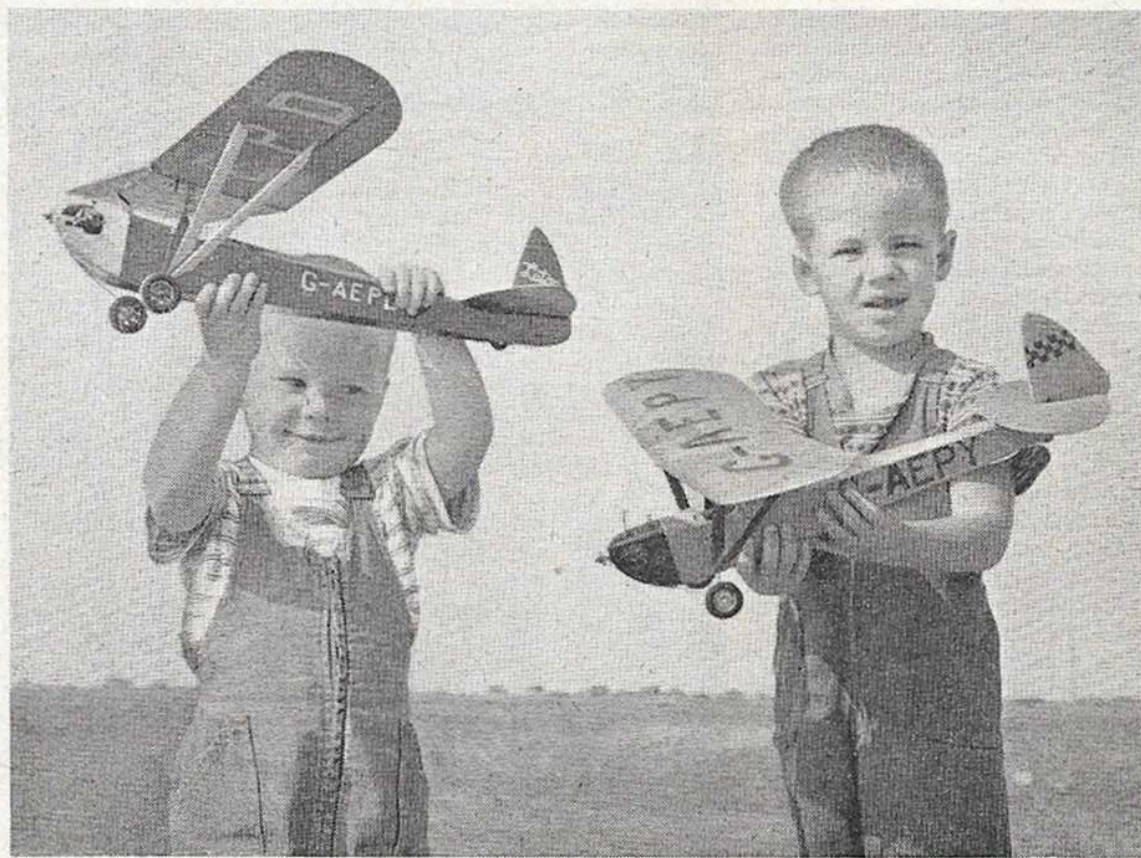
Continuing our international quest for nothing but the best  
Walt Mooney's

## LUTON MINOR (Prototype)

THIS LITTLE high-wing ultra-light aircraft is already a modeller's favourite and is likely to become more of a household word as years go by, for we learn that plans and perhaps kits for building the full-size aircraft are shortly to be available in England through the newly-formed Phoenix Aircraft Co.

the baby motor fans. Due to its small size, Walt found that it was impossible to completely eliminate dihedral as on the full size, but this is just about the only concession made to true scale apart from the engine which, of course, on the prototype was an inverted Vee-twin JAP motorcycle unit.

The dihedral problem *can* be eliminated perfectly



Smallest in  
our scale  
plans range,  
this 23 inch  
ultra-light  
flies just like  
the real thing  
with the new  
miniature  
engines

G-AEPD was the prototype, as distinct from the one represented by our larger 42½-in. span AEROMODELLER Plans Service scale model for 1 c.c. by Eric Fearnley, and has differences in the wing strutting, tailplane profile and undercarriage. Famous Californian modeller Walt Mooney chose it originally for a subject for a rubber power scale, but put it to one side when he discovered an extreme lack of useful propeller clearance.

### Bambi power

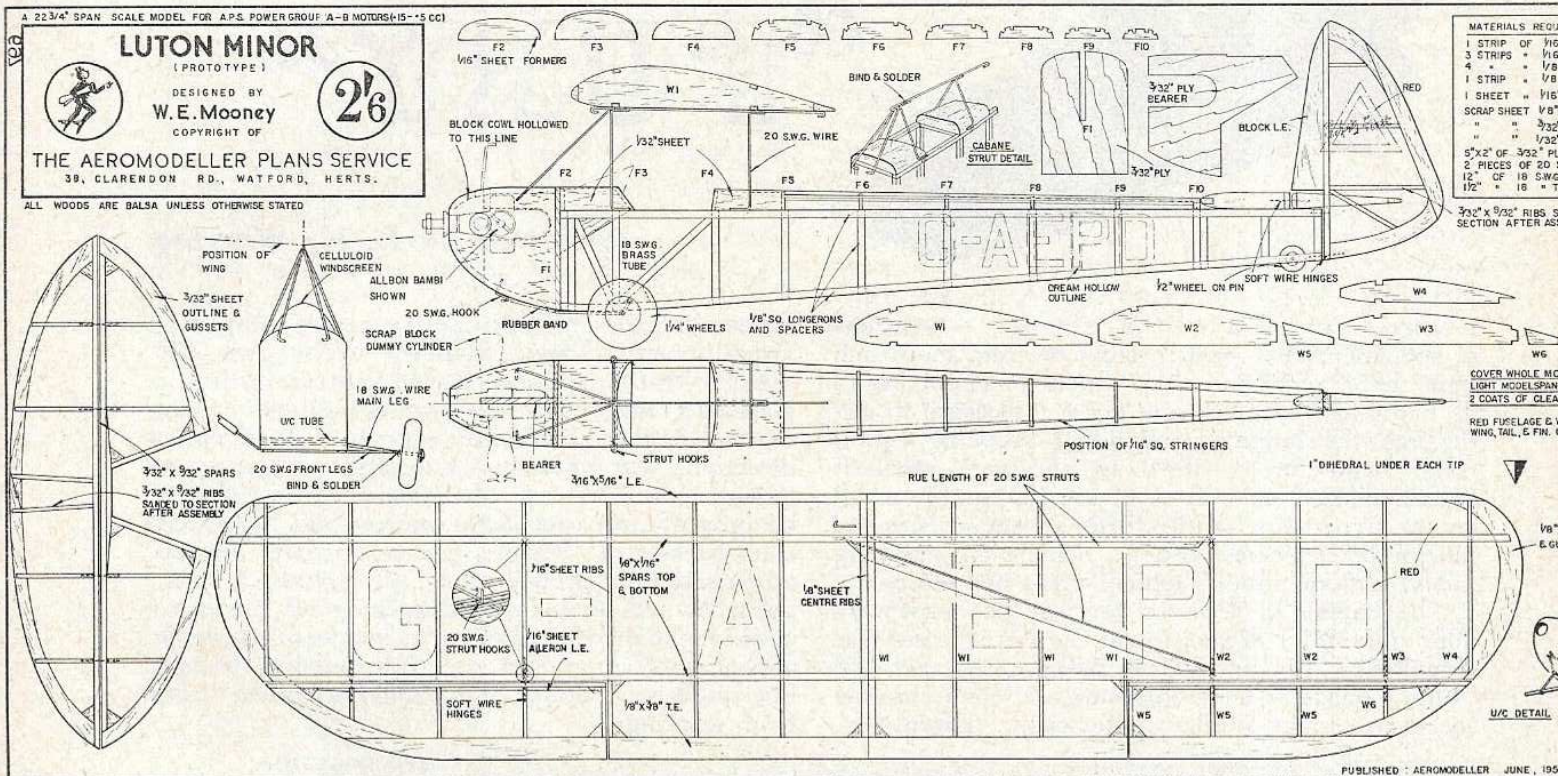
Eventually, when the Allbon Company introduced the miniature Bambi diesel his dream was realised and the prototype model is now approaching three years old, has had two re-coverings and is a veteran of many many flights. Introduction of the Cox Pee-Wee .020 cu. in. glowplug engine in the U.S.A. now makes this a design of popular appeal and with its simple straightforward construction, the Minor prototype will be a favourite with all

by means of transparent pylon at the centre strut, but it is thought from the appearance point of view, introduction of actual dihedral is the lesser of two evils.

One must select the material carefully choosing lightest possible grades of wood for all components in order to reduce the all-up weight to an absolute minimum. The high lift thick section wing and fine pitch required by these tiny engines will mean that the actual airspeed is extremely low and very much in keeping with the 75 m.p.h. airspeed of the full-size.

As can be seen by the photo on this page of the two Bambi-powered prototypes, the Minor is a most attractive shape (many say that the prototype was far more attractive than the later versions) and for colour scheme we suggest red fuselage and wing leading edges with cream wings, tail and fin and the red "Safety First" triangle on the vertical tail surfaces as seen on G-AEPD.

Walt Mooney's elfin sons, Douglas Martin, aged 2, and Curtiss Ryan, aged 4 (who said the man wasn't air-minded?) —will the next be Chance Loening? —lend size comparison for pop's diminutive scale Minors. At right one of the models is seen taking the Californian air with zest, the tiny 4-in. prop singing a song of 12,000 r.p.m. on the Bambi diesel



On the deck, Walt's second model displays the simple lines, engine access —and the dihedral which distinguishes it from the full-size.

