

Radio problems did a job on Ron Keil's Comet Clipper at Fresno R/C SAM Champs.



Dick Gleason's Ohlsson-powered Comet Golden Eagle is ready for covering. Unidentified wing center section in foreground.

THE NATIONAL MODEL AIRCRAFT MUSEUM

Yes, that's what Russ Barrera is going to call his long cherished dream, as suggested by Carl Goldberg. This honest-to-goodness model museum is nearing reality with every day that passes.

The columnist had intended to give the ground-breaking ceremonies (complete with pink champagne trimmings) a big spread in this column. However, when the first Japanese copy of the Kodak Instamatic popped open with no appar-

ent excuse, and one of the family "helped" to reel up the film in his Topcon, there was not an unexpoused frame left. Rats!

However, this is not to say we won't cover this museum later, as things are progressing at a great rate. Located on the south corner of "Hill Country", in Morgan Hill, California, the foundations have been poured, flooring laid, and now the steel framing is being erected. Russ confidently feels the museum building will be a reality in early August. Then comes the job of transporting

and unloading all that tremendous material he accumulated while in San Marcos. Whew!

The museum, when completed, will have no admission charge; however, Russ will have to ask those desirous of seeing the museum to make sure he is there the day they show up.

We'll have more on this extraordinary museum in the upcoming issues. We will clue you in completely as to location, visiting dates and

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OLD TIMER Model of the Month

Designed by: Francis Tlush

Drawn by: Al Patterson

Text by: Phil Bernhardt

INSPIRER

• Mention the name "Francis Tlush" to any Old-Timer enthusiast, and nine times out of ten you will get a reply like, "Oh, yeah, he made some great little motors. . ." and on and on. Fact is, Tlush designed some great little airplanes, too. One of his models was the "Inspirer", which appeared in the October and November 1937 issues of *Air Trails*.

Aside from being one of the "unknown" Old-Timer designs, the model is interesting in that it uses some unusual (for 1937, at least) construction techniques. For example, it was one of the first cabin models to use the crutch method for building the fuselage, resulting in a nicely-contoured structure, instead of a slab-sided box. Also, take a look at the wing and tail construction . . . not many designs of this period use balsa sheeting, capstrips, and false ribs to the extent that the Inspirer does. Performancewise, the Inspirer is probably on a par with the Trenton Terror or Flying Quaker . . . stable and reliable, but not a trophy magnet. However, as with most Old-Timer designs, you'll never be sure until you build one. These things

can fool ya!

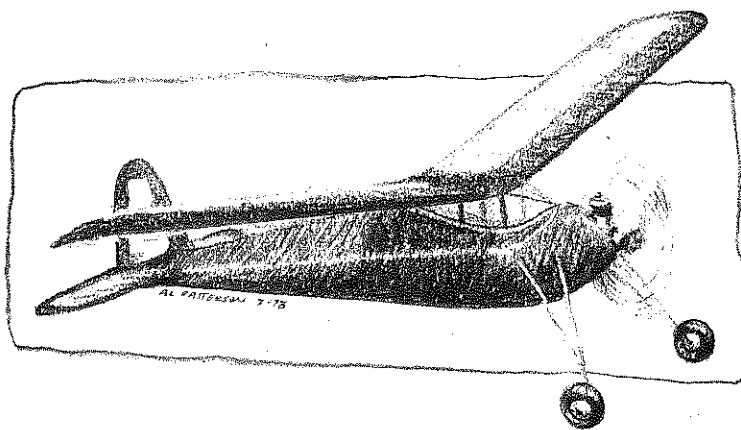
The Inspirer is a natural for R/C, and would probably rank with the best of the 3-channel trainers. If you go this route, we would recommend using spruce for the wing spars, so that you can at least loop the model without worrying about folding the wing. Also, the dihedral should be reduced from the present 8-1/4 inches to about 4-1/2 inches, to eliminate any dutch-rolling

tendency.

By the way, the text does mention that the balance point should be at about 1/3 of the wing chord back from the leading edge . . . a rule of thumb that seldom misses on this type of design.

Also not shown on the drawing, but to be included with the full size plans . . . a wire tailskid is mounted at station 14.

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INSPIRER

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IN COOPERATION WITH
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