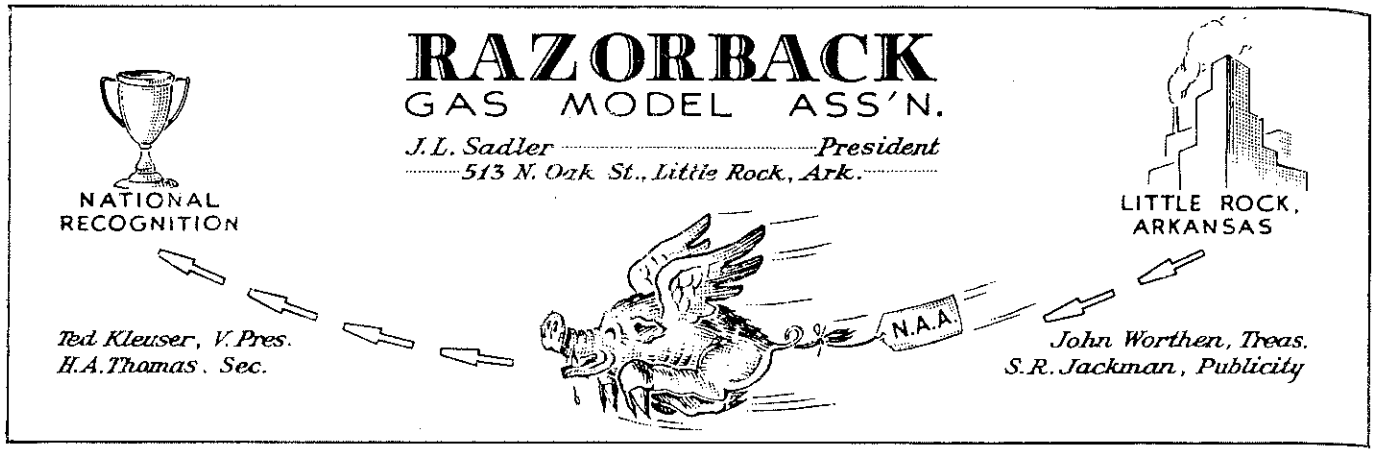
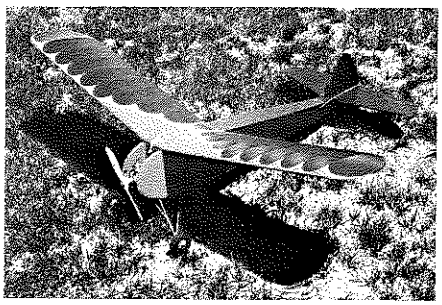


15. How about this letterhead for a bit of nostalgia? Note who's president . . . old "Kingfish" himself!

condolences, Frank, wrf) By the time the timer looked up, the model was in a dive (unkwown to Swaney). Too late! Truly a shame as this could have been easily avoided!

For the first time out, Jim Parsons (Photo No. 4) did really well with his Frank Ehling "Four-and-a-half-hour Flyer" powered by a Merco 49. Although the model came out heavy, the design glides well. Looks like we have another competitor!

Although we are again showing the Ehling model, the main reason for Photo No. 5 is to show part of the crew in the background, Sandy Alten, Maryann Pond, and Robert Pond. Will you look at



14. Chuck Provance, of Wyoming, sent in this shot of his Plecan Simplex which is powered by a P.A.W. 2.46 diesel.

that tremendous expanse of dichondra grass!!?

Photo No. 6 shows what can be done by scaling the Anderson Pylon model down to Class C size utilizing a Hornet motor for power. This has proven to be an excellent flying combination. Jack Alten, acting as mechanic for this flight, offers a few sage words of advice on starting ignition motors.

Following that is Photo No. 7, showing that gorgeous, classic Goldberg design, the Valkyrie. This one powered by a Hornet has proven to be a superlative flyer. Pond holds on to the wing.

Might also mention that Bekins tore up a Torp 29 powered Class B Playboy at this meet, and in its downward plunge, the model hit the tree sheltering . . . *the outhouse!* Missed it by two feet!! Well, we all have to be famous for something!

Let's shift gears here and take a look at the distaff side of things. Photo No. 8 shows Bob Nicols starting up the engine of Judith Anderson's Turner Special. It's really great to see teams like this!

A lot of the readers have been asking if we would list the model and motor used by the winners. We'll try to do our best with the following results:

CLASS A	TIME
1. Loren Schmidt (Ranger/Torp 19)	13:09
2. Don Carrll (Gas Bird/McCoy 19)	9:36

CLASS B	TIME
1. Ed Solenberger (Playboy Jr/Torp 29)	20:33
2. Nick Sanford (Playboy Jr/McCoy 29)	19:30
3. Don Bekins (Alert/Torpedo 29)	11:19

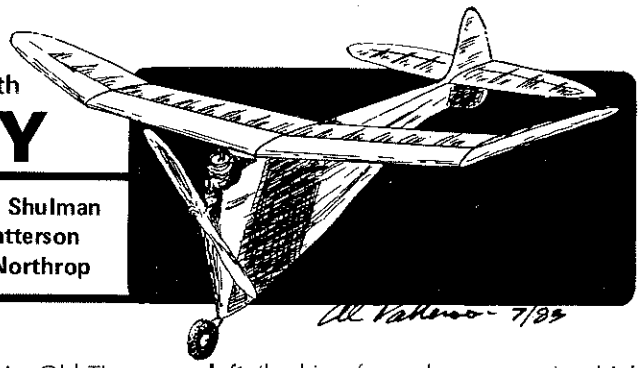
CLASS C	TIME
1. Jim Kyncy (Anderson Pylon/Hornet)	30:57
2. Ed Solenberger (Playboy Jr/ McCoy 60)	30:45
3. Don Bekins (Sailplane/Hornet)	30:04

Continued on page 94

OLD TIMER
Model of the Month

WEDGY

Designed by: Leon Shulman
Drawn by: Al Patterson
Text by: Bill Northrop



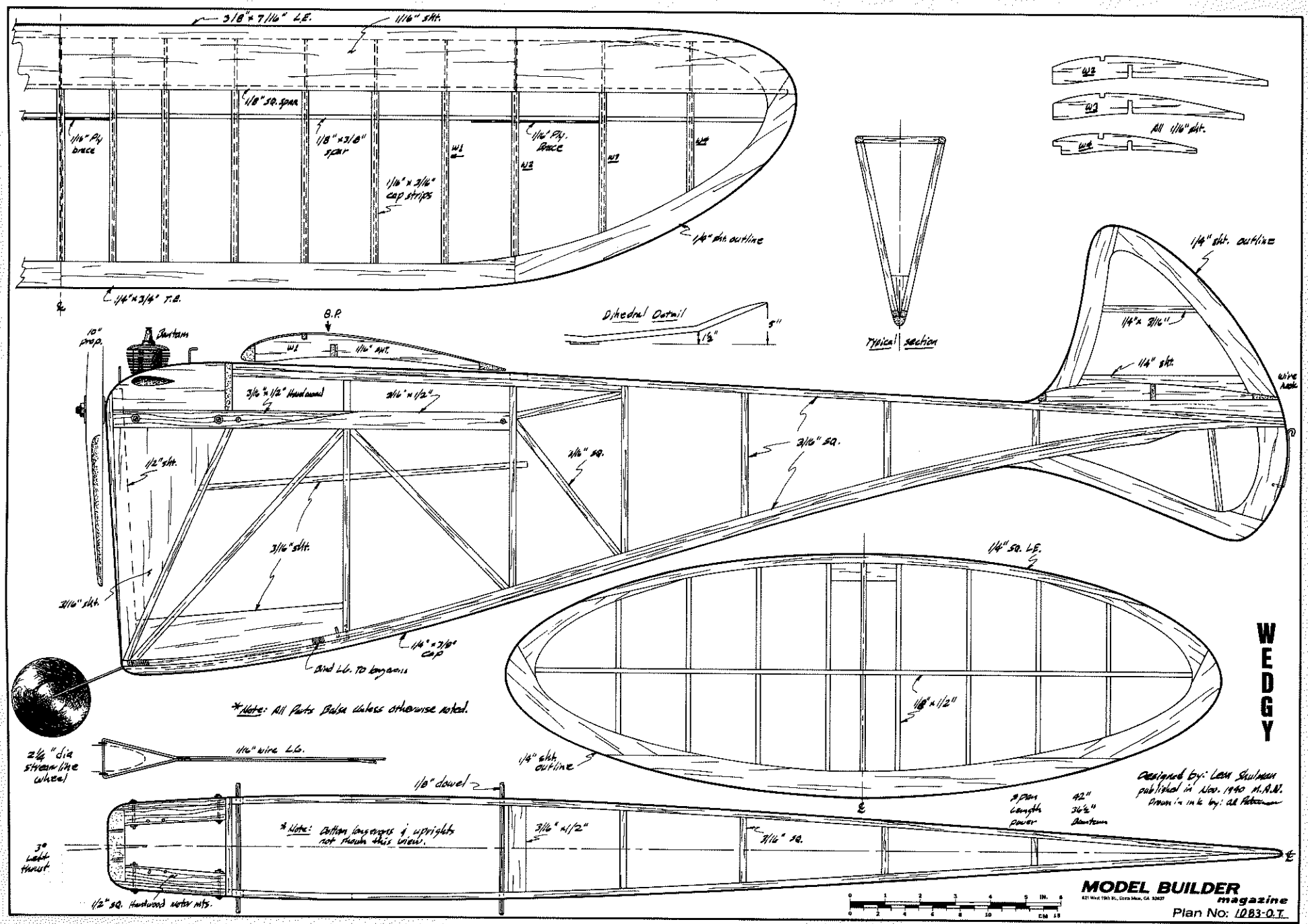
• Can you believe it? An Old Timer on which it's easy to install a dethermalizer ('scuse me . . . DT)! With the simple addition of a stab platform and a leading edge guide, the stab on Leon Shulman's Class A 1940 Nationals winner can be popped up to the usual DT angle without gross modifications to the model.

"Wedgy" was featured in the November 1940 issue of *Model Airplane News,* fresh after its record setting 22 minutes plus flight at the 1940 Nationals. The deep, triangular shaped fuselage, somewhat reminiscent of Frank Ehling's 1938 "Triangle" design, made it immediately identifiable. The win was not a fluke, as Wedgy placed among the first three in every contest entered.

The model balances at 1/3 of the chord back from the leading edge of the 42-inch span wing. Wash-out is built into the outer panels, preventing unwanted tip stalls. The flight pattern is a tight left-hand spiral climb, followed by a right turn floating glide. With the wing and stab incidences shown on the plans, try for a smooth flat glide with a slight right turn. Thrust offset is three (3) degrees **left** (looking from the top rear), which overcomes the right glide turn during powered flight. Note that the motor mounts bolt in separately, allowing for ease of engine changes and thrust adjustments.

All flying surface construction is basic. As for the wedge-shaped fuselage, begin by building two sides, including the hardwood and balsa engine bearers and the 3/16 sheet side cowls. To assemble, lightly clamp the sides together at the bottom longerons, spread the top longerons apart the required amount, and glue in the cross-pieces. Taper the cross-piece ends carefully for a snug and solid fit. Now glue the bottom longerons together, install the landing gear, sand the bottom longerons to a flat outside section, and add the 1/4 x 3/8 cap strip. (Original text says 1/8 x 3/8, but the drawing showed and called for 1/4 x 3/8).

The original model weighed around 17 oz. with silkspan or double-tissue covering and two coats of dope. A glow-powered model should be even lighter. Wing area is about 285 sq. in. •


3/8" x 7/16" L.E.
1/16" sht.
1/8" sq. spar
1/16" Ply brace
1/8" x 3/8" spar
1/16" x 3/16" cap strips
1/16" Ply. brace
W1
W2
W3
1/4" sht. outline
1/4" x 3/4" T.E.
All 1/16" sht.
Dihedral Detail
1/8"
5"
Typical section
B.P.
10" prop.
Sportsman
1/16" ant.
3/16" x 1/2" Hardwood
3/16" x 1/2"
1/2" sht.
3/16" sq.
3/16" sht.
3/16" sht.
1/4" x 3/16" cap
Bind L.G. to longerons
1/4" x 3/16"
1/4" sht.
wire hook
1/4" sq. L.E.
1/8" x 1/2"
1/4" sht. outline
*Note: All Parts Balsa Unless otherwise noted.
2 1/4" dia streamline wheel
1/16" wire L.G.
1/8" dowel
*Note: Cotton longerons & uprights not shown this view.
3/16" x 1/2"
3/16" sq.
3° Left thrust
1/2" sq. Hardwood motor mts.
WEDGY
Designed by: Leon Shulman
published in Nov. 1940 M.A.N.
Drawn in ink by: Al Peterson
* Plan Length 42"
power 34 1/2"
duration
MODEL BUILDER magazine
Plan No: 1083-O.T.