



15. Gerhard Everwyn stops in front of the modeling section of the new Aerospace Museum in Munich, Germany. See text for story.



17. Len Edelstein, South Africa, is learning the hard way . . . with Goldberg *Valkyries* . . . this is his SECOND one!



16. The late Ron Warring with one of his renown 1948 Wakefield designs.

you would want to convert to ignition. His work is simply impeccable.

In that same line, we took a shot (Photo No. 6) of Otto Bernhardt and his neat trailer box for holding models. The reader will note a place for each part of the airplane. With such a precise setup, this does limit the number of models you can take to a meet. However, Otto feels he wins enough, so why carry a bunch of models?

Among the modelers who came up from the southland was Ivan Tarbert. Ivan hasn't had much time to build new models, as he has moved to Florida for a year or so, and then moved to California in the Oceanside area, and finally moved north to the Santa Barbara area.

Photo No. 7 is proof of his wanderings, as the PB-2 pictured is the very same model that won the Texaco event at the Wright Patterson AFB SAM Champs in 1980. The model is still in surprisingly good shape and still is a threat to win.

It may be of historical note to mention that the first free flight Texaco event as revived by the SCAMPS was won by John Keller using a PB-2 model. Originally

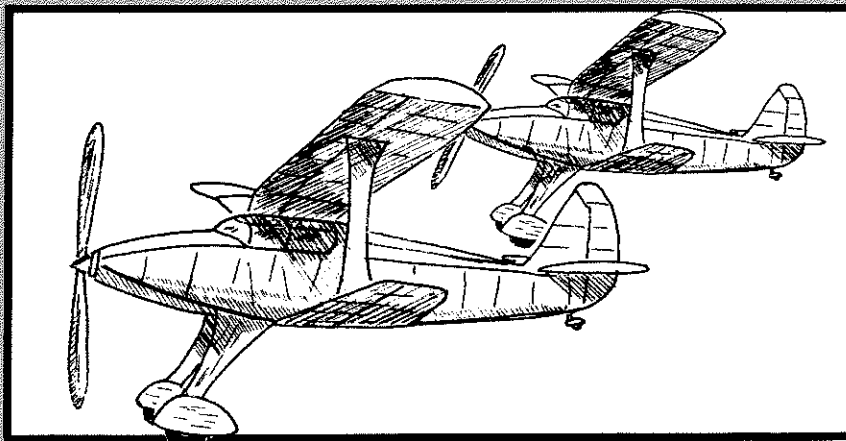
designed as a payload model, the design has proven to have excellent weight carrying characteristics as an R/C model.

(MB Plan No. 877-O.T.)

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OLD TIMER OF THE MONTH

KILTIE GULL BIPLANE



Designed by: Henry "Scotty" Mayors

Drawn by: Al Novotnik

Text by: Bill Northrop

• I feel like I'm repeating myself. Nevertheless it's true: this is a model I've always wanted to build! Some proof of this lies in the fact that the full-size plans (except for the wings), printed on four pages of the February 1939 issue of *Flying Aces*, had been cut loose from my copy of this issue, but fortunately, slipped back into place, where they have remained to this date.

Anyway, it's the "Kiltie Gull Biplane," and it was designed by Henry "Scotty" Mayors. In typical "23 Skidoo" *Flying Aces* lingo, the subheading said, "Here's

a nifty, ace-high sky-scooter that's even better than the swell jobs good-old 'Scotty' Mayors has given us in the past. And best of all, it's so designed that all you newly-fledged 'balsa brothers' can turn it out in full stride with our old-time modelers. So clear off your workbenches, fellows . . . and go to it!"

Nothing special about the construction. It is light, even by today's standards, and should go together without too much trouble. The original model was trimmed to turn with the torque, and downthrust was advised. As for balance, the designer only suggested that weight should not be added, but gave no hints as to the balance point. We'd suggest that you start the trim flights with the balance point on bulkhead No. 5, just under the top wing.

