



16. Bertil Dahlqvist with two very successful Swedish Wakefield designs, a 1939 Ellila, and a 1939 Borje Stark Joseph.



14. Australian Ford Lloyd is real proud of his Krupp Bowden Winner with an O.S. 20 four-cycle for power.

mite was in heavy use, acceptance of the engine was very limited in the Midwest and East Coast, both of which looked to be good sales prospects. Sales were not forthcoming and Jim Brown soon found himself in the uncomfortable position of being completely tied up for all of the Little Dynamite output.

This brought about a new variation of the Little Dynamite, a down-draft carburetor version called the Thermite. This was the first of a series of engines starting at .36 cu. in. and going all the way to .60.

Close comparison of the two engines show great similarities particularly in the machining of head fins and general workmanship. The Little Dynamite timer, which had proved satisfactory, was employed on all Thermite engines.

Like all Jim Brown engines, this was a quality machining project. Although none of the Jim Brown engines ever attained national recognition, the Brown engines were noted for their lasting qualities, starting features, and ease of adjustment. It might be noted at this time, Jim Brown put out the Vivell 49 for Earl Vivell, another local distributor which could easily trace its ancestry to the Thermite engine. The only problem with the Vivell was the high compression making the engine a real finger-buster. Jim outdid himself on the engine!

All Jim Brown products featured one-piece aluminum alloy crankcase with a backplate screwed to the case. The cylinder fins were machined from steel as was the cylinder liner. The simple assembly setup consisted of four machine screws bolted to the lower case. The most noticeable feature of Brown engines was the adequate crankshaft support employing Johnson bronze bearing. Very few crankcase leaks here!

#### 40 YEARS AGO, I WAS...

The following from Robert Wynne, 4124 96th Ave. S.E., Mercer Island, Washington 98040, has been around since August of 1982. This columnist has waited until he found a spot for the writeup so let's see what Bob has to say about the good old days:

"After World War II, I went to Saudi Arabia for ARAMCO at Dhahran. Located near the ARAMCO community was a small air force detachment at the Dhahran

Airport (about seven miles distant). The Saudi Government (SAG) wouldn't allow any free flight model flying (at least we were told) so this left only Indoor and Control line. Space for indoor flying was non-existent. For at least eight months of the year, daylight flying was definitely out as high temperatures were the rule for every day. This led to the obvious; night flying.

"Two lighted areas were available, the ARAMCO Recreation Field in the middle of the Dhahran community or the airport where airplanes were parked at a lighted headstand. With complaints about noise from the community and the Air Force not raising any objections, the airport site was a natural choice.

"Supplies were a real problem for ARAMCO employees. Everything had to go through SAG customs. These officials were extremely curious about every pack-



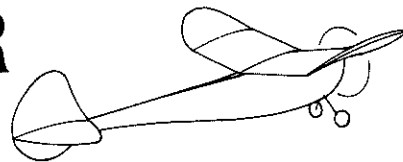
15. A great deal of interest has been generated by the Munich Museu. Gerhard Everwyn and Max Mittermier being interviewed on TV.

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### OLD TIMER Model of the Month

## C-RAIDER

Designed by: M. La Torre  
Text by: Bill Northrop

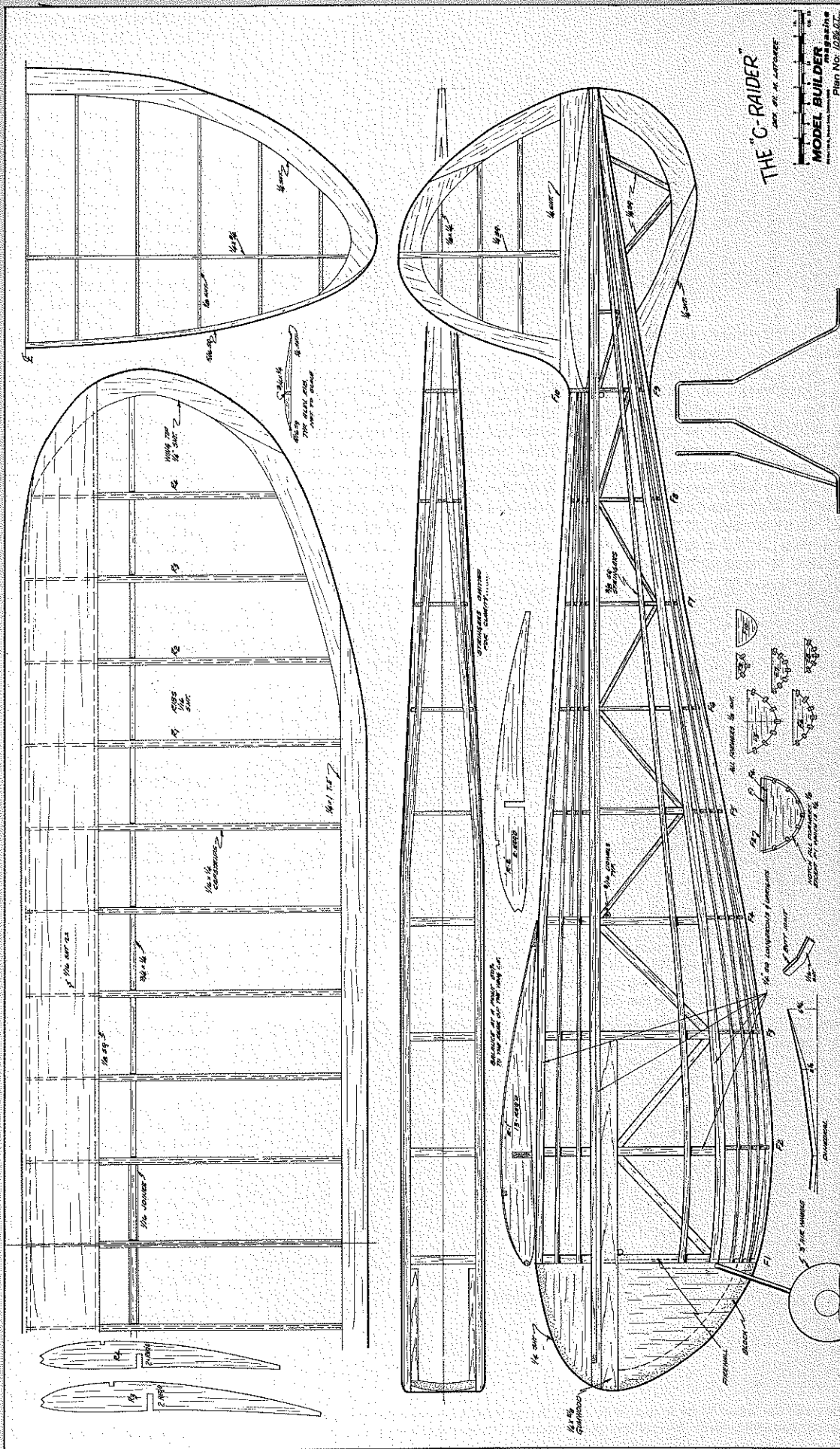


• We went all the way into April of 1942 for this one, but it's SAM legal, as its designer, M. La Torre, flew it to First Place in Class C Junior at the 1940 Eastern States Contest. It certainly shows strong Maurice Shoenbrun influence, having lines similar to his "Gladiator," and in fact, Maurice drew the original plans for La Torre's design, called the "C-Raider." You could call it a simplified Gladiator. Both modelers were members of the famed Sky-Scrapers Club.

The construction is pretty much standard to any moderately-experienced builder of traditional gas model aircraft. One suggestion...the instruc-

tions say that a basic fuselage box is built first, with the top longeron being that which is closest to the thrust line. After this, the "cabin" is added to the top, and the bulkheads and stringers are added to the bottom. For better fuselage integrity, we'd suggest building each side complete with all three longerons (Note the built-in hardwood bearers for the motor mounts). The uppermost "cabin" longeron is joined to the main fuselage with verticals at Stations 1, 2, 3, and 4, with the remainder of this longeron sort of "hanging loose." Next, join the sides with cross-

Continued on page 93



THE "C-RAIDER"  
AND AN ALTERNATE

MODEL BUILDER  
PLANS BY  
 Plan No. 1036/07

4514. Till then, *thermals* just when you really need them!

**C-Raider. . . . Continued from page 38**

pieces glued to the thrust-line and bottom longerons, including the tapering and joining of these longerons at the extreme tail end. Now install former F-10. At this point the top "cabin" longerons can be pulled together and joined at F-10, followed by adding the sloping verticals at Stations 5 through 8. After this, the remaining bulkheads and stringers can be added in normal fashion.

It is also noted that something has to be done about resting a V-dihedral wing center-section on a flat fuselage top. If you're going to leave the top of the fuselage cabin open, the first four crosspieces can be lowered enough to clear the "V." Otherwise, cut V-shaped crosspieces and notch each one to receive the top center stringer which can now be extended to Station 1. Third option is to add 1/4-square rails to the top longerons to form a wing saddle.

Flight trimming, according to the article in the April 1942 issue of *M.A.N.*, calls for balancing at 50 percent of the wing chord, a large eight-hand glide circle, and a fairly tight power turn to the left.

**Big Birds. . . . Continued from page 23**

than my dowel and hose creation, and so allows for easier cranking and follow-through. Also, the handle is shaped, which pretty well eliminates the awkward feel you get from using a straight piece of stick. And, as expected, the business end of the stick is sheathed in heavy vinyl to protect the prop.

All in all, a very substantial piece of support equipment that does the job much better while adding a touch of class to your starting operation.

**NEWS ITEM OF THE MONTH**

"Winners of the static judging were hung in the hobby shop following the contest."

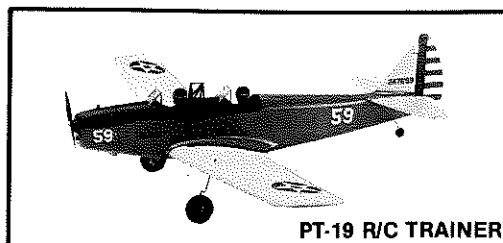
Al Alman, 605 168th Street, #95, Spanaway, Washington 98387, 206-535-1549. Another reminder about taking a friend along when going flying. Besides providing company, he (or she) is gonna be your safety back-up; never leave home without one!

FLYING SAFETY IS NO ACCIDENT! •

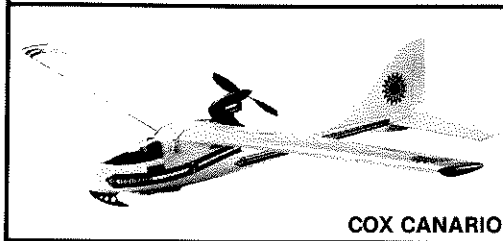
**Plug Sparks. . . . Continued from page 38**

contents 'lost', particularly small items of brass. A complete tool kit for model work disappeared. The company would pay you for 'lost' items but that didn't help the modeling.

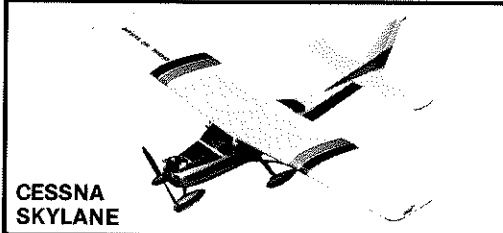
"To be expected, fuel was an impossible problem. SAG completely prohibited the importation of alcohol in any form whether potable or not. The only excep-



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tion was the Medical Dept. which was under close surveillance. Some ARAMCO pilots would smuggle in small quantities of fuel in their flight kits, but one couldn't ask too often. To top that off, SAG custom officials would confiscate anything labeled 'dope.' To overcome this shortage, I had a source in the paint shop where lacquer and thinner were available.

"I envied the Air Force people as they were able to get engines, fuel, dope, kits, and other supplies through the PX 'Morale Supplier' or by using their APO number. In those days the only mail-order house was AHC in New York. Air Force modelers would often promote material out of the airplane repair shops but the big push for "accountability" made a hassle out of most procurement.

"The Air Force modelers were avidly courted by the ARAMCO flyers as the AF boys had a place to fly year around and could get supplies in a month. Some good friendships were formed and many enjoyable hours spent flying as well as the hangar variety. I learned to fly a pattern of sorts but never did completely master the

upside-down flying where 'up' is 'down' and vice versa.

"By early 1950 all model flying came to a screeching halt as the AF modelers had been rotated in service. ARAMCO also took a dim view of their vehicles being used to go to the airport for model flying. In late 1950, I got into hand-launched gliders with my son, usually with a catapult. The foregoing only shows that modelers will give it the old college try to get out and fly!"

**Free Plug Department**

Received another letter from Joe Klause, P.O. Box 2699, Laguna Hills, California 92654, (Kustom Kraftsmanship), who reports that he forgot to give the price of the new transistorized system we plugged in the July issue. Price is \$18.50 postpaid plus applicable sales tax to California residents.

Joe's latest endeavor in the old timer world is a Playboy kit as seen in Photo No. 8. The model was built by Bill Schmidt for the 1/2A Texaco Event. Kit price is \$29.95 postpaid plus tax.

Like those decals? Joe sez you can get

**"R/C FUSELAGES"**

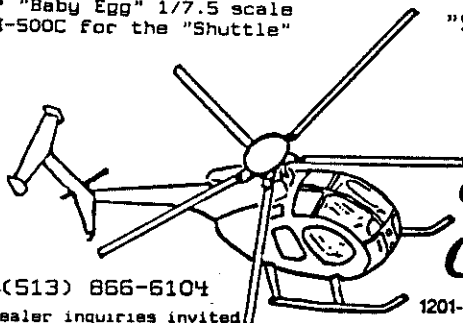
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