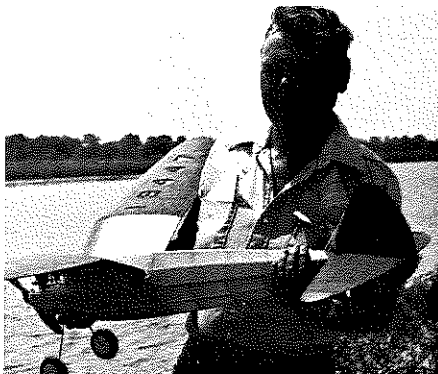


17. Bob Bissett stunned the boys with this recreation of an early Zipper/Mercury prototype. First time seen in built form. (Johnson)



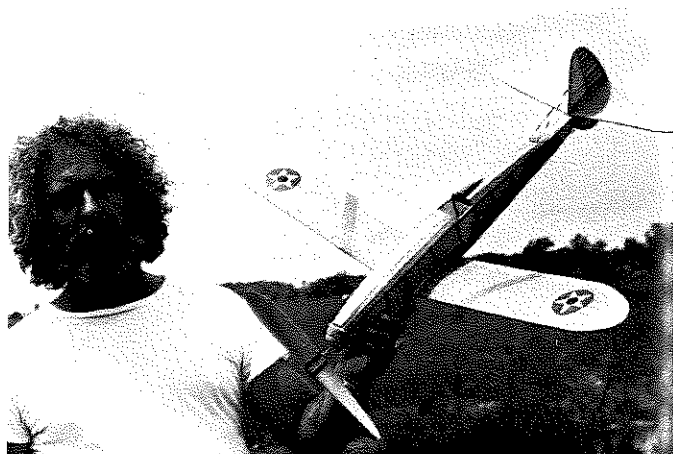
18. Here's a seldom-seen Louie Garami design called a Skylark. Larry Nigh built it, flew it and almost lost it in the lake at Bong.



19. Another rare one! An Alvie Dague Tulsa Skyrocket as recreated by Larry Lehrman of Des Plaines, Illinois. (Johnson)



20. Joe Barrette had a really good flier in his Jimmy Allen Skyraider, but for some reason failed to place. Red and blue tissue covered.



21 The popular Earl Stahl Hurricane as flown by Larrie Schaeffer of Cheyenne, Wyoming. (Johnson photo.)

Dooling .61. The success of this led to the "C" model with fins designed to fit racing cars designed for the Dooling engines. The process of anodizing the cases before machining was started in the 1959-60 period. The first blocks of the YJ-61E would, when machined after anodizing, leave a bright metal area which contrasted nicely with the yellow anodizing.

The model featured this month is the YJ-61 JJ, sporting two-inch diameter fins with speed flats machined to same at 1.8 inches. As noted previously, this was a natural for Control Line Speed models, but it was actually done to enable the Yellow Jacket to be mounted in car bodies designed to fit 1.8-inch diameter fins.

The JJ model also featured an auxiliary bypass. The crankcase blocks were made larger around the bypass for strength and to provide metal for machining the auxiliary bypass. These 1969 models featured the model number on the side of the exhaust stack (front).

Interestingly enough, the early motors featured two-inch cooling fins, but later models were actually 1.975 inches in diameter. This was an accommodation to allow fitting the fixture on the bypass milling machine.

The Yellow Jacket engine series continued to model YJ-61P in 1972. The 61Q and 61R models have not been released. Most of the engines are now in the hands of collectors as they are attractively finished and easily command top speed engine prices.

SAM CHAMPS CONTINUED

Getting back to the SAM Champs at Bong, this was probably the longest and busiest time for the SAM member who was also a member of MECA. One could

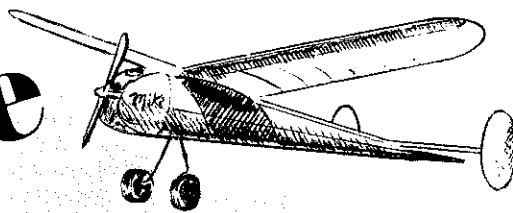
not complain about having nothing to do from June 24th to June 28th.

Festivities started on Sunday at the

Continued on page 62

O/T of the Month

Mike



Design by: Gil Shurman
Drawn by: Al Novotnik
Text by: Bill Northrop

• Although it's relatively unknown, this month's O.T. should prove to be a popular choice for free flight competition. Modification for a D.T. only requires the addition of a stab platform, along with the usual snuffer tube and rubber hooks. The model is Gil Shurman's "Mike," as featured in the June 1940 issue of *Flying Aces*. Gil's better-known design, the "Rambler," was also a single-wheeled model with twin rudders, but it did not have a retracting gear. The *Rambler* is MB plan No. 1276.

With only about 450 sq. in. wing area, and weighing around two pounds, the relatively moderate Brown Jr. power must

have hauled *Mike* into the air at a pretty rapid clip. Note also that the wing and tail sections are unusually thin, which also must contribute to a rapid climb. It would seem that the frail wing structure probably depends a great deal on the skin strength of the recommended double-tissue covering. If you plan to use soft-tension plastic covering film, you better plan on some reinforcing. One-thirty-second by one-quarter cap strips certainly wouldn't hurt either. In fact, one photo in the article appears to show cap strips, although they are not called for on the plans.

Yes, the balance point is totally ignored in the article and plans. We'd suggest making the first test glides with the balance about four inches aft of the wing leading edge.

Who will send us the first photo of their 1984 *Mike*?

MIKE

DESIGNED BY GLENN L. SCHUBERT

MODEL BUILDER
MAGAZINE
Plan No. 1194-Q1

