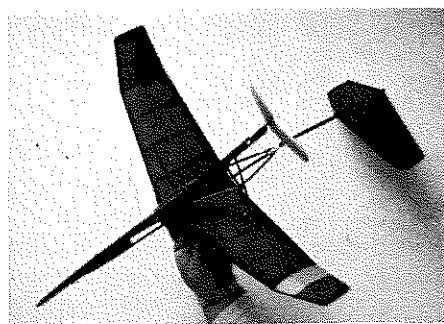


**"It flew long before the Light Bloths!"**



attache case for John Wayne.

I had also ordered a duplicate made of the perpetual trophy awarded annually at our SAM Champs and contacted Don Burnham, getting his permission to call it "The Burnham-Sheelds Trophy." That does sound quite British, what? Needless to say, David and his hearty band were delighted. Saturday, August 25, 1979, off we drove to Barkston Heath for the opening of the British Nats.

By now, you're probably wondering what all this narration has to do with an

done vast research on aircraft design from his native land. The model, called "Karasu" (the "Crow"), was first flown in — ARE YOU READY FOR THIS? — 1891. Yes, a Karasu was first successfully flown a distance of 33 feet at the Marugame Parade Grounds, Japan, on April 29, 1891.

The original craft was designed, built, and flown by Chuhachi Ninomiya, who was born in 1866 and died in 1936. Dr. Ono re-designed this ancient craft and flew the model pictured, at Old Warden, Bedfordshire, on July 16, 1978.

Many variations of the KARASU had been flown in Japan previous to the Old Warden Exhibition. Members of the Kyoto Free Flight Club with winning Crows included Mr. Imaru, who did 276

# KARASU

By DANNY SHEELDS . . . So you think you have an old Old Timer, huh? Well, here's one that dates back to 1891 . . . yes, that's 1-8-9-1, my friends!

I was privileged to meet and become friends with a wonderful band of "invaders" from England in 1978 at the SAM CHAMPS in New Jersey . . . the Coyle Field Drop Zone to be precise. This scurvy band of knaves, brigands, and pussycats from across the pond endeared themselves to one and all with their warmth and joviality.

One of the events that they seemed to enjoy most was the twin pusher mass launch, which I sponsor. The winner (last one down) receives a plaque to keep and a giant economy-sized perpetual trophy to hold for a year. Two horses rumps decorate the top of the trophy to symbolize "twin pushers." Get it?

Oh well, sometime in early 1979, I received a note from Dave Baker, the self-appointed, but duly-annointed leader of this Rogue's group, stating that SAME (that's SAM of England) would like my permission to stage an "A-frame" mass launch event at their British Nats. I then called Dave on the phone (even with my voice, a phone was needed!) and told him that my permission was not needed to run the event, and that I was delighted by their enthusiasm for this most basic type of antique model airplane. I also offered to send over my Donald Burnham twin pusher to be flown by proxy.

Dave loved it!

After two weeks of musing, persuing, and conjugation, I called Dave again, and he was beginning to think I owned phone company stock. I asked him what he thought of me bringing my TP over, instead of sending it. . . ? I'll never forget his answer!

"Mahvelous Danny . . . just mahvelous! They've never seen anyone like you, here in England!"

I left Dulles Airport in Washington on Wednesday, August 22, 1979, carrying my Burnham twin pusher and a Harry Edsel single pusher stuffed into an ornate, decal-covered box with a brass handle. Large, but thin, it looked like an

ancient Japanese model airplane, right? Well, I always start by disgressing, and then lead up to the B.C. — Basic Crux!

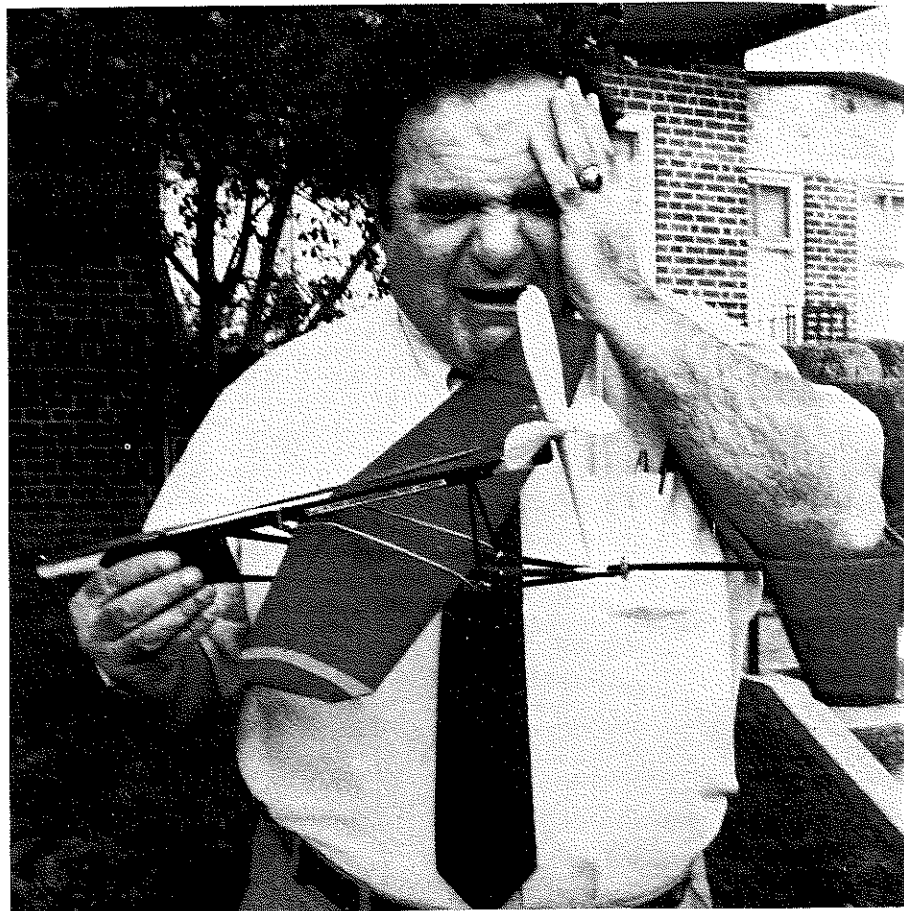
On Sunday night, inside one of the huge R.A.F. hangers at Cranwell, while watching Mark Hinton fly his championship indoor Santos Dumont 14 bis, Dave Baker spoke of a friend he'd made. The gentlemen he referred to was a sociology professor from Japan, now teaching in London. The good doctor was a model plane builder and enthusiast, and had

seconds in 1977, Mr. Iwamura, who won the prestigious Ninomiya Prize in 1961 with on an O.O.S. flight, and Mr. Hakuno who did an impressive 237 seconds with his version.

Some history, huh? . . . and we thought that we started it all . . . or was it the Russians???

Well, I was fascinated by Dave's story and said I'd like to see the drawings of

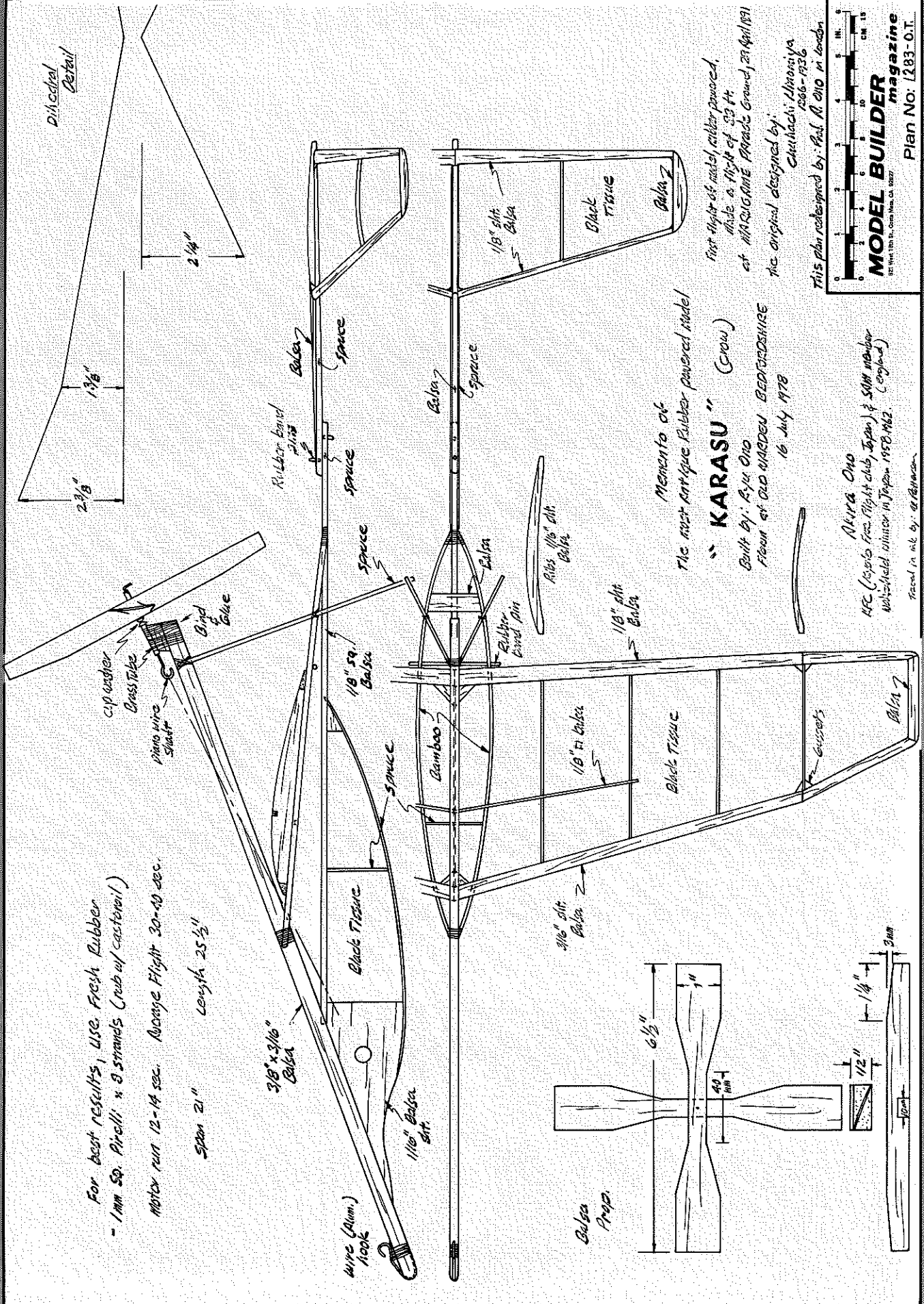
*Continued on page 81*



"Oh my gosh, it'll never fly!" . . . "This is a joke, right?"

For best results, use Fresh Rubber  
 - 1mm sq. Pirelli x 8 strands (rub w/ castorol)  
 Motor run 12-14 sec. Average Flight 30-40 sec.

Span 21" Length 25 1/2"



Memento of  
 The first Antique Rubber powered model

**"KARASU" (Crow)**

Built by: Ryo Ono  
 Flown at Old Warden Bedfordshire  
 16 July 1978

Ryo Ono  
 IFC (Japan's first flight club, Japan) & SAM member  
 World's oldest club in Japan 1958-1962 (England)

First flight of model, rubber powered,  
 made a flight of 33 ft  
 at MARIGNANE Airfield Ground, 27 April 1971

The original designed by:  
 Chuzoichi Hamaya  
 1906-1956

This plan redesigned by: Paul R. Ono in London

**MODEL BUILDER** magazine  
 Plan No: 1283-O.T.

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Designed by

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and landing cables are made from 30-pound test steel leader, plastic covered. All control cables are 15-pound test.

### FINISHING

After final sanding, the model was given two coats of Balsarite and sanded again. The covering used is Super Coverite. Use dope or epoxy paint of your choice.

The color scheme on the French aircraft was: upper surface and sides, dark green; underside, natural or beige.

The color scheme on the English aircraft was all silver.

My roundels, etc., were sprayed on, one color at a time, using patterns cut from contact shelf paper. (Works great!)

### FLYING

I wish to ease the minds of potential builders. Unlike the prototype, the model flies great, is fully maneuverable, and doesn't land any harder than many other models I've seen around.

The complete model weighed 6 lbs., plus 4 oz. for the brass spinner which brought the model into correct balance.

It flew right off the board, so to speak. The only problem we had (on about the third flight) was a broken torque rod. Luckily, I had a real expert at the stick (Dee Harwell), and he landed it with very minor damage. Since I changed the torque rods from aluminum to brass, everything is just fine.

This aircraft is a real beauty in the air and on the ground. In all my 55 years as a builder, I haven't seen any model more realistic in the air. It is a project well

worth the time and effort. So what's holding you back?!

**Karasu** . . . . . *Continued from page 42*

the ship.

"Half a mo Daniel," said Dave, and disappeared through the hanger door into the night. Two or three "Half a mos" later, he reappeared with two strange looking black and red tissue-covered creations. Two identical models of the "Karasu" that had been constructed by Professor Ono and given to Dave.

"Good Lord, Dave, they can't fly!!!"  
"Wrong Danny boy," corrected Dave, as he hand-cranked winds into the four-bladed pusher prop.

"Dave, I'm telling you, that damned thing couldn't possibly fly!"

With enough winds now stored into the "Crow" to Baker's satisfaction, he launched it with reckless dash and elan. It grabbed air in that big hangar and flew rock-solidly. Funny, but while it cut through the night air in a gentle climb, it looked even less capable of flight than when it was just resting.

There must have been close to 300 people inside the hangar watching in utter disbelief . . . but there it was; I saw it operate, and I have to believe it, because I don't drink.

"Dave, I've got to get those plans. I've got to build one. My buddies back home will go crazy over this thing. Loan me the plans."

Dave informed me that the Doctor had the plans and was on vacation in Japan. Upon his return, I was assured of receiving the plans.

A few days later, while preparing for my return to the States, Dave offered me one of his "Crow" models to take with me. It wasn't possible. I had left too much money at Harrod's Department Store in London for gifts to carry back home (you might say I was many pounds lighter. Haw-w-w!) Carrying the Karasu was not possible. As a matter of fact, I couldn't even carry my Burnham Twin Pusher and its lovely case, which was left in Dave's temporary (I thought) custody.

From then until February 21, 1981, I had been writing and phoning Dave, trying to get the plans and drawings of the Karasu. No luck.

Always something to deny me. It got to be a thing, a veritable fixation. My whole meaning in life had begun to hinge on whether I'd get those drawings or not!

In a conversation with Joe Beshar, I learned that he'd be in Europe in December 1980, representing this country in the FAI meeting in Paris.

Now, if you are an old timer and go to Europe, you dast not do so without at least a one day stop-over in London with Hilda and Dave Baker! They'll throw you a blast in their quaint little home, and pack in 150 friends. It's like 50 pounds of mush in a 10 pound crock!

When Joe assured me of his plans to also visit the folks on Muswell Hill, I

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proceeded to whimper and beg and lick his hand with great fervor.

"Please Joe, I beg you. Please bring back the plans of the Japanese model. Please bring back my Twin Pusher in the John Wayne attache case. Please Joe, please!"

He was moved.

As he brushed aside a tear, he promised. I think he also mumbled an ancient Royal Armenian Air Force curse under his breath. He is the commander, you know. When you are a real true-blue, died-in-the-wool SAM Old Timer modeler, even the curses are antique!

True to his word, Joe stopped at the Baker's domicile after the Paris meetings. And true to their style, Hilda and Dave Baker dragged him into their home, along with over 100 U.K. Old Timers . . . drawn in as if by a huge magnet, or an Electrolux! What a "Bundle of Britains" . . . and for just one, old (really young!), grey-headed traveler from New Joisey!

As the time to leave for Gatwick Airport (and then home to Kennedy) approached, Dave presented a weird-looking vinyl box with magenta carrying handles to Joe. This custom case contained the two dismantled Karasu's, which Dave asked Joe to carry across the Atlantic, stating that one was for me and the other was for him. He also asked Joseph if he might possibly grow another hand rapidly, so as to be able to carry back my pushers in their case. Commander Beshar then came up with one of the few good ideas in his life, when he

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faced Dave and said, "As United Kingdom spokesman for Sheelds, I hereby bequeath Danny's pushers to you. I know that Danny will be thrilled to know they are safely in your hands to stay. Also to show his appreciation for the 'Crow.'"

Dave was non-plused, and quite moved by Joe's generosity with my stuff.

Beshar related the whole incident to me upon his return to the States and now everyone is happy. I've got a model of a truly unique antique, Dave Baker has the best flying Twin Pusher in the world, and Joe Beshar has his own "Old Crow", (Karasu, that is).

I have decided to share this ancient find with anyone interested via this magazine. For a set of plans of the Karasu, just write to **Model Builder**. See the full-size plans ad in this issue.

If you do build it, please let us know how it flies, comments, pictures, etc. If enough folks build "Crows", we could even have a contest. The winner would get a bowl of Teriyaki, a bottle of Saki, a Samurai Sword, and a picture of Sesue Hyakowa kissing Shirley Yamaguchi!!!

Now if you'll excuse me, I'm going out and fry my Clow!

Danny Sheelds, 3 Cinnamon Cir., Apt. 1C, Randallstown, MD 21133. •

### Scale Team . . . Continued from page 13

Bob Wischer and Dick Byron drew the dubious honor of having theirs be the first models judged. At the end of the day, they were afforded the opportunity for rejudging if they so desired, but both declined, willing to accept whatever unknown score had been awarded to their aircraft. Static scores were not to be posted until *after* the model's first official flight.

Saturday morning bloomed bright and beautiful, with sunny skies and the promise of warm temperatures. A light, direct crosswind on the R/C runway made takeoffs and landings a real challenge. By luck of the draw (at least that's how they *said* they did it!), I was given what, as I said before, is a dubious distinction . . . I was to make the first flight in the R/C competition. Over at the control line circle, which was located in the middle of the spacious gym

parking lot, Jeff Perez was also faced with being first up. Jeff had a little problem on his flight: the ball turret on the bottom of that big B-17 fell off in the middle of what was a good flight, and everything from that point on was a big, fat zero. My flight, on the other hand, was reasonably good (that means I got back on the ground in one piece!) and the contest was now underway. And what a contest it became!

Bob Underwood took the lead during the first round with his colorful Hiper-bipe. Close on his heels was Earl Thompson's ME-163, followed by Bob Wischer and his Piel Beryl.

The ME-163 was the focus of some controversy as to complexity bonus as it took off on a jettisoned dolly, and landed on a retractable main skid and tail wheel. An interesting point was made as to what kind of taxi the aircraft should perform, as the prototype was reportedly towed, not taxied, into take-off position. We let the judges handle it, and I believe they considered it a five percent (retractable monowheel) model and allowed a straightforward taxi.

Steve Sauger provided a little excitement for the crowd on his first flight by trying to retract his landing gear on the Stinson Trimotor before it was airborne. It didn't work! No major damage was done . . . it just skidded along on the grass, and Steve called an attempt. The beautiful Trimotor features differential throttles, that is, the center engine comes up to full throttle before the outboard engines. It's an interesting concept, and is designed to prevent a poor responding outboard engine from affecting acceleration during takeoff, plus allowing Steve to throttle back the outboard engines in cruise while maintaining moderate power on the center engine.

At the end of the first round of R/C, with all the static scores posted, it looked like anyone's ball game as most of the statics were closely grouped. The lower static scores were attributable to either the model being genuinely "Standoff", or poor documentation, as there were no dogs in this array of models. Craftsmanship was tops throughout.

While we were fiddling with our control sticks at the R/C site, Mike Gretz was establishing a first round lead over at the control line circle with his venerable Zlin Akrobat, a plane Mike has campaigned for many years. Mike took a lot of kidding from his competitors about taking it out of mothballs for this contest, but he ended up with the last laugh. He combined his high static score and a smooth first flight to jump out ahead quickly.

A full second round was flown on Saturday, and the team was pretty much decided for control line by the end of the day. Jeff Perez put it all together with the B-17, and Ron Sears came through with what he described as "the best flight he's ever made" with his Stearman PT-17. Mike Gretz wowed the crowd once again with his Zlin, and once those three were ahead, no one was able to