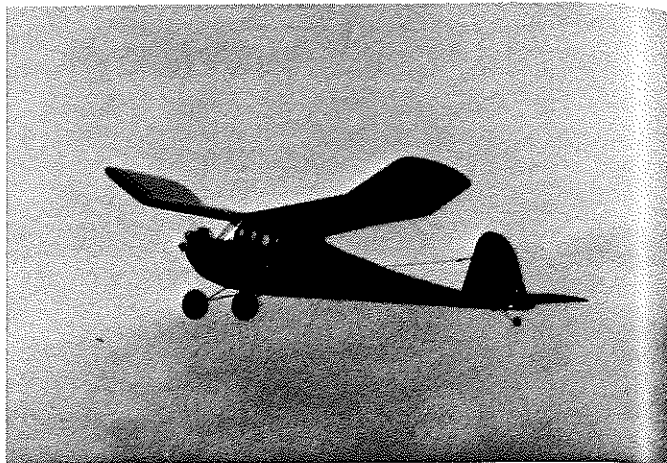


17. Now in the Technology Museum of Stockholm, this "Camilla" has been beautifully restored by Sven-Olov Linden.



18. B. H. Watkin's Buzzard Bombshell serenely cruises by in New Zealand. Great fun!

4. Tom Bedford (*Playboy*) 10:13
 5. Bill Ward (*Playboy*) 7:49

We are going to take some time out to run our usual engine writeup so we will be right back with the fun at the F/F field.

ENGINE OF THE MONTH

As can be noted in the last few issues, several of the small diesel engines have been featured to acquaint the average modeler with the various motors that can be used under present SAM rules.

The present engine rules state that any diesel engine in production prior to 1950 will be considered the same as an ignition engine. If one were to use one of the better diesel engines such as this month's subject, the advantage in weight is readily apparent to any contestant.

This month's engine is the E.D. Competition Special as produced by the English concern, Electronics Developments (Surrey) Ltd., 18 Villiers Road, Kingston on Thames, Surrey, England. The columnist is indebted to David Brodsky for the use of his engines to produce an accurate drawing. As noted before, we need subjects, and any engine collector would be most welcome for the use of his engine.

In 1947 and early 1948, advertisements for the E.D. engines started appearing in the English magazine, *Aeromodeller*. Introduced at a time when ignition engines were still in short supply, the E.D. concern enjoyed an immediate success to the extent they were producing the E.D. Diesel in four forms, MK I, MK II, Competition Special, and the MK IV.

The E.D. Competition Special was one of the better 2 cc diesels, as pointed out in one of Engine Analysis columns appearing in *Aeromodeller*. Like all diesels, the engine liked to run on big propellers at a maximum of 7000 rpm at which point a figure of .109 horsepower was recorded.

This particular diesel exhibited very steady running features, however, only between 5000 and 7000 rpm. Running the engine below and above these figures made for very erratic performances, i.e., needle valve settings, compression head location, etc. One might say a very limited range of propeller

sizes were indicated. This is not unusual as most diesels (compression ignition) engines exhibit this peculiarity.

When the E.D. Competition Special was first advertised, the selling price was 4/17/6 pounds. At that time, the pound was worth approximately \$3.60, hence, in American dollars this was roughly \$18, a very comparable price to the American ignition engines of this size.

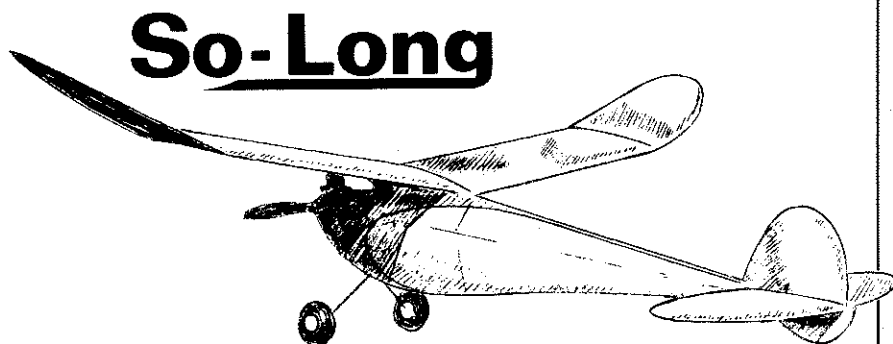
One other particular note on the drawing is the tank size shown for Control Line flying. The Free Flight tank version is roughly 1/4 inch shorter in

height.

For running, a nine-inch propeller is recommended by the firm, but after running tests with the Burford "Deezil", a 10-6 pitch propeller for a 2 cc engine would seem to be a more practical size for the rpm range indicated previously.

For running, this columnist used the Aerodyne diesel fuel as manufactured by Al Heinrich, Pomona, California, but felt, as does Gordon Burford, that 39% ether was a little too much with 30%.

Continued on page 73



OLD TIMER OF THE MONTH

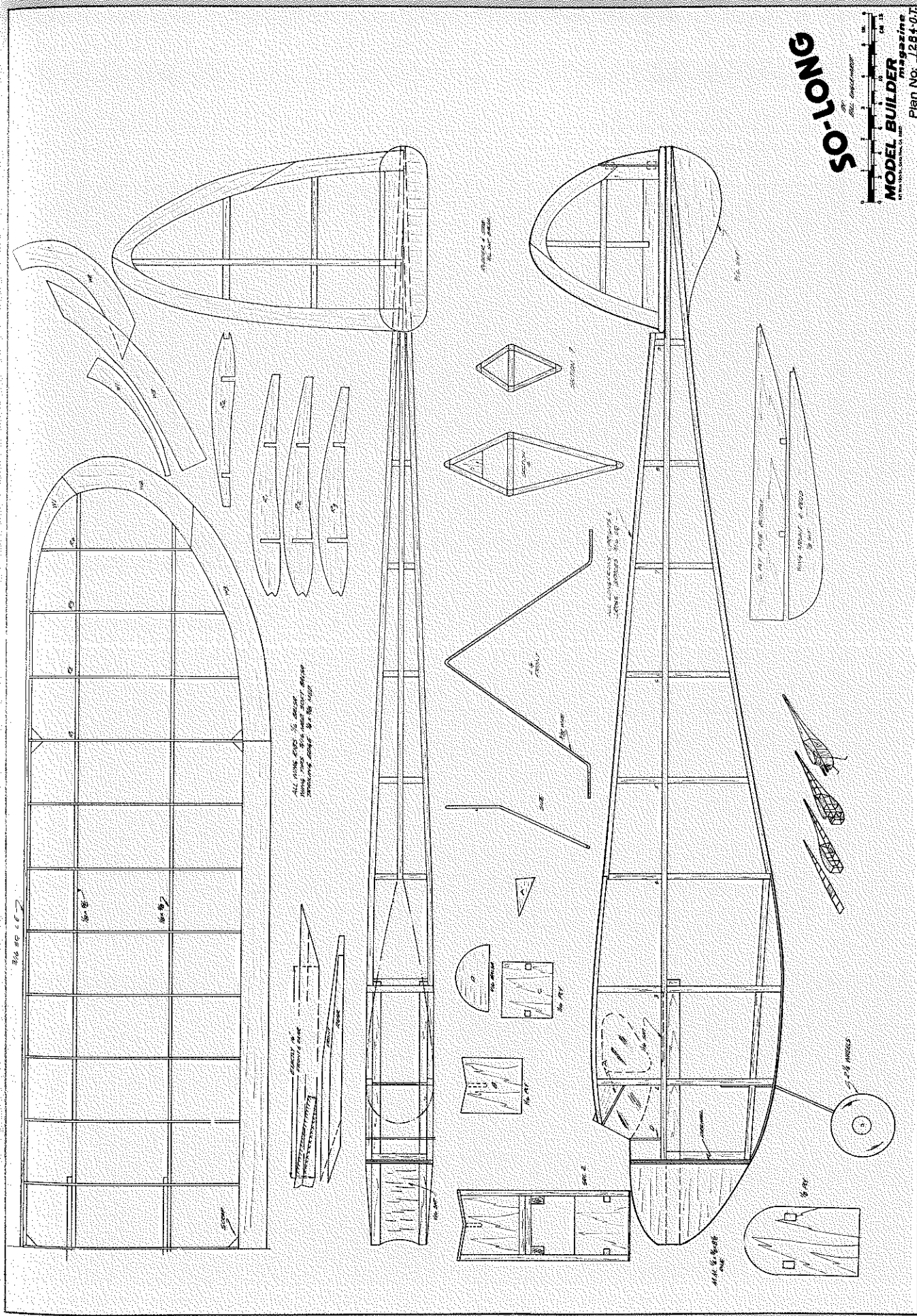
Design by:	Bill Englehardt
Drawn by:	Al Novotnik
Text by:	Bill Northrop

● Somewhat overshadowed by the sensational performance of the Joe Konefes designed *Buzzard Bombshell* in Class C Open at the 1940 Nationals, Bill Englehardt's *So-Long* actually made no less of a sensation by winning Class B. Both fliers were members of the Chicago Buzzards, and interestingly enough, both designs were cabin types, at a time when pylon ships were beginning to dominate the winners' circles. Also, both designs were kitted, and both designs were presented as construction articles in *Air Trails* magazine; the *So-Long* appearing in the January 1941 issue. A Chicago company by the name of *Aircraft* produced both the *So-Long* and *Bombshell* kits, for the wallet-bending prices of \$2.95 and \$5.50 respec-

tively!

Construction of the *So-Long* wing and tail surfaces is quite conventional, but the fuselage is uniquely different. The forward cabin area is rectangular, but at the trailing edge of the wing, the fuselage becomes diamond shaped, changing to a triangle at the stab platform. (Although the tip-up stab dethermalizer was not yet developed, the *So-Long* was ready for it!) The entire fuselage is covered with 1/16 sheet, grain going as shown in the step sketches. Those sketches, by the way, detail the construction sequence: (1) first the crutch; (2) add the bottom; (3) remove from board and add the top; and (4) apply sheeting.

The original ship was flown with an Ohlsson 23 for Class B. As an Ohlsson 19 fit the same mount, the *So-Long* could also be flown in Class A without any modification. The original was trimmed to balance at 40% of chord behind the leading edge, and adjusted for a right turn under power and during the glide. ●



SO-SLONG

MODEL BUILDER Magazine
 Plan No. 1284-DT