



15. A beautifully built 1933 Gordon Light Wakefield by Jack Little. A great flyer!



16. Snappy-looking red, white, and blue Elbert "Joe" Weathers Mystery Man built by Brad Allen, SAM 51.

identical displacements, it followed the bore and stroke of .750 and .672 respectively, would be the same.

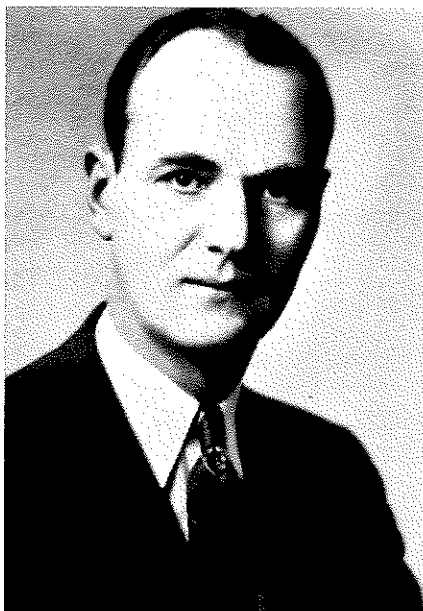
Further comparisons show the timer housings can be used from Forster to Pierce with only a few changes required. Summing up this rotary valve "Look-alike" engine, the Pierce featured aluminum alloy die castings, hardened and ground steel piston with a honed cylinder. The crankshaft was machined from a solid steel bar, hardened, and ground to fit. In short, a good engine for the price.

40 YEARS AGO, I WAS . . .

Robert Wynne continues with his experiences in modeling while abroad and in some pretty remote places. Let's hear what he has to say:

"The most spectacular control line crash I ever witnessed was in Arabia. In the 1952 winter, an ARAMCO modeler came to the airport for flying in the airport parking lot. He had just completed a large semi-scale P-51 with a .40 or .50 engine for power. He

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18. Joe Ott, model plane pioneer, always interested in new developments, right up to the end. He will be missed!

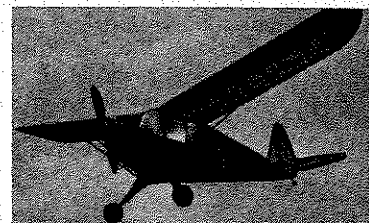


17. Last Year's Compressed Air Event Winner, a Curtiss Robin-type by Tom McCoy, Michigan.

Old Timer of the Month

Aeronca Tandem

Design by: **Ronnie Albert**
Text by: **Bill Northrop**



• This month's Old Timer appeared in the February 1942 issue of *Air Trails*, which, if you understand lead-time in the publishing business, verifies that the model had to be designed and built prior to December of 1941.

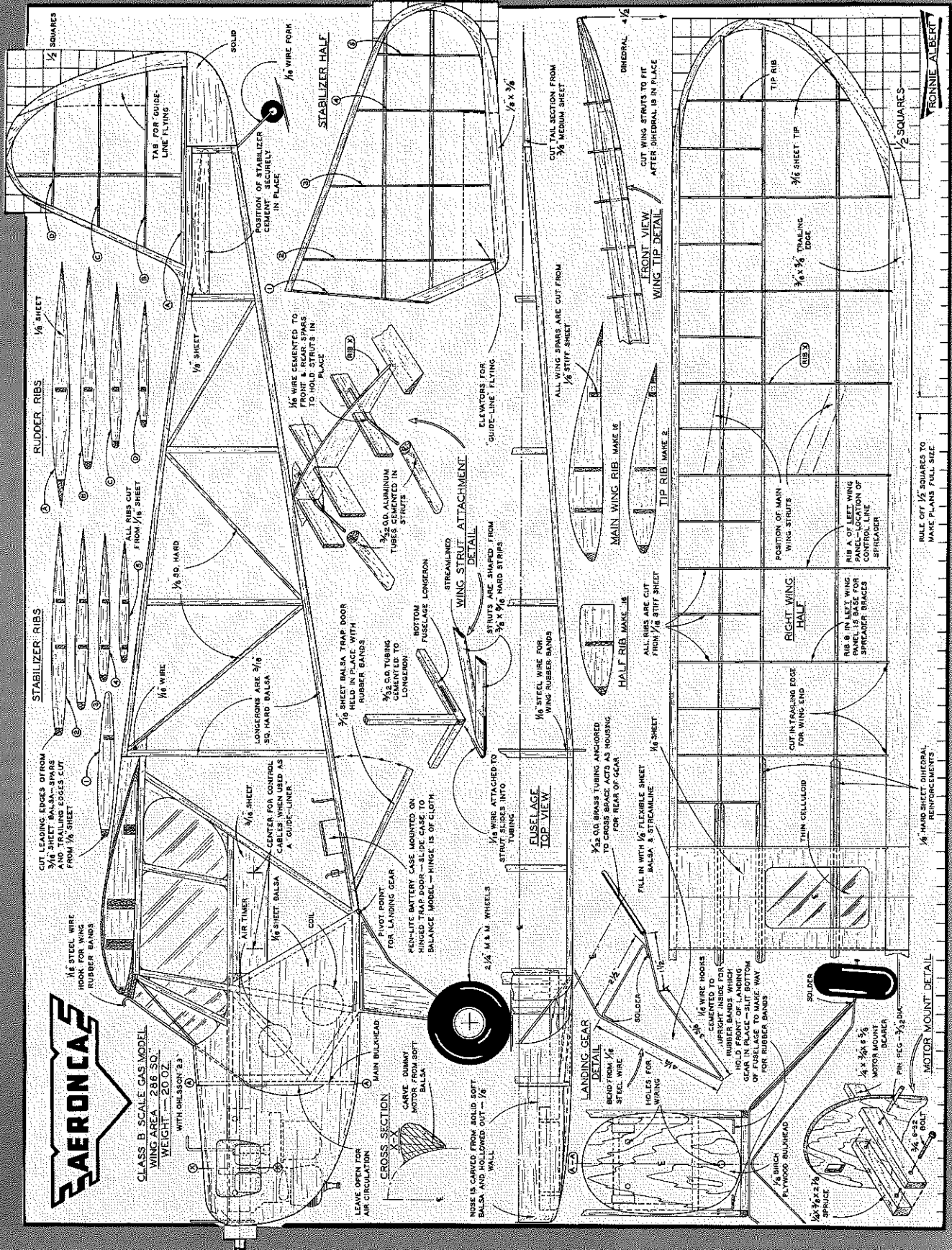
The Aeronca Tandem model, designed by Ronnie Albert (whereabouts, anyone?), spans 49 inches and must have been a handful if really flown with an Ohlsson 23. Wing area is 286 square inches.

Flight instructions called for balancing at one-third chord from leading edge of wing, power to left with torque, glide to right.

See the note about elevators for "guide-line" flying? Control line was almost

non-existent at the time, but on the verge of coming into its own. The Stanzel brothers had added elevator control to their G-Line models, and Jim Walker was advertising his American Junior A.J. Fireball which included his mechanism called "U-Control."

Ronnie Albert's article went on to explain this "new" idea of controlling a model from the ground with two tether lines, and included sketches and instructions for converting the Aeronca to this unusual method of flight. Incidentally, the instructions and sketches also detailed the use of rubber bands to neutralize the "control plate" (Bellcrank) whenever the lines should become slack . . . Hmmm . . .



AERONCA'S

CLASS B SCALE GAS MODEL
 WING AREA 286 SQ.
 WEIGHT - 20 OZ.
 WITH DRILLSON 23

FULL-SIZE PLAN AVAILABLE - SEE PAGE 106

RONNIE ALBERT