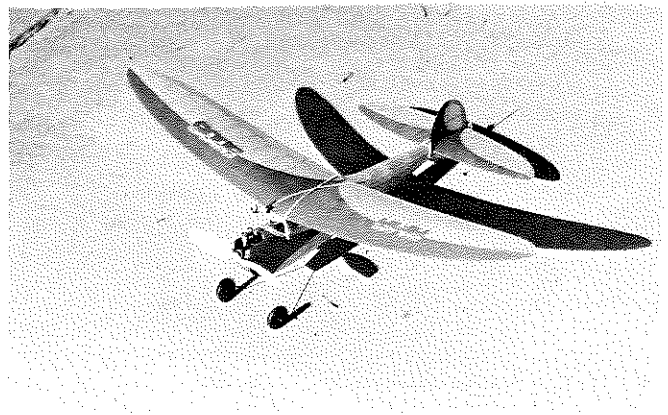
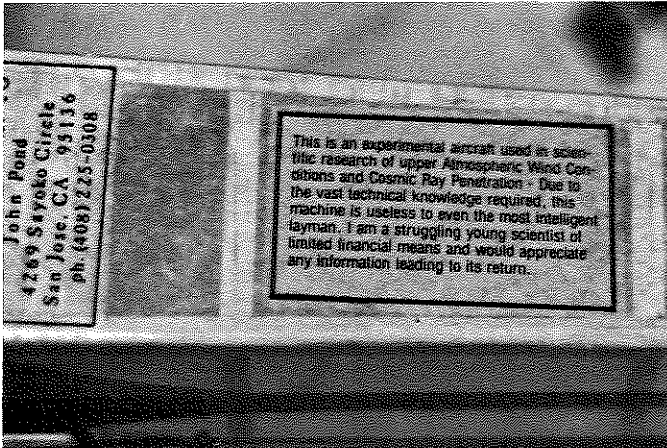




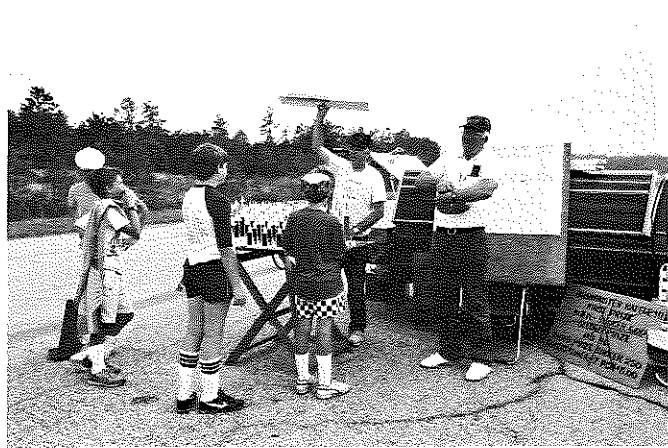
15. Carl Hatrak built a beauty; a little-known Miss Fortune X designed by Mickey DeAngeles.



17. How about CO2 old timers? Al Lidberg is heavily promoting this event for the Southwest Regionals.



13. Note this 'please return' type of label for your missing model. It can't miss!



14. Prize time at the Spring Brainbuster Annual for the Juniors. Andy Van Dover hands out the goodies to the lucky winners.

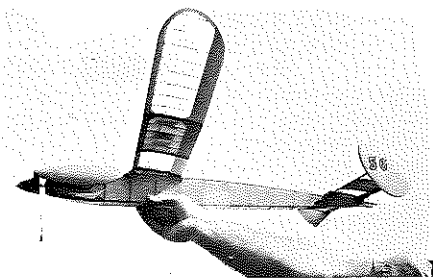
to show their appreciation, took all the girls to dinner well satisfied that all had a good time.

**Results:**

|                       |                      |      |
|-----------------------|----------------------|------|
| <b>1/2A Texaco</b>    |                      |      |
| 1. Art Peterse        | Swoose               | 1800 |
| 2. Tom Wroblecky      | Playboy              | 1068 |
| 3. Steve Boucher      | MG-2                 | 1006 |
| <b>Fuel Allotment</b> |                      |      |
| 1. Steve Boucher      | MG-2/O.S. 60 4/C     | 1694 |
| 2. George Murphy      | Dallaire/Enya 46 4/C | 1035 |
| 3. Joe Csuti          | Ehling/Saito 40 4/C  | 785  |
| <b>Antique</b>        |                      |      |
| 1. Mike Granieri      | MG/Enya 60           | 1588 |
| 2. Steve Boucher      | MC/K&B 40            | 1528 |
| 3. Joe Csuti          | MC/K&B 40            | 1059 |
| <b>Ignition</b>       |                      |      |
| 1. Steve Boucher      | Playboy/McCoy 60     | 480  |
| <b>Class ABC Glow</b> |                      |      |
| 1. Charlie Stager     | Playboy/KB 40        | 1513 |
| 2. Tom Wroblecky      | Playboy/KB 5.9       | 993  |
| 3. Art Peterse        | Playboy/KB 19        | 669  |

**ENGINE OF THE MONTH**

For this month's subject, we are indebted to John Nuovo of Pittsburg, California, for the data on the Atwood Silver Crown. This was one of the series of engines developed by Bill Atwood utilizing the same type



16. Ed Heyn built this good-flying Roy Beaumont Sticker. Ed does well at the SAM 7 meets.

crankcase casting.

John Nuovo has been utilizing castings of this engine and producing a very distinctive engine that he calls the Green Dragon. Although he did not have an engine to copy, he did have the casting and machining drawings that had been redone by K-Dee Pty, Ltd., Sydney, Australia (issued under the name of K-Dee High Speed 15 c.c. Special).

This engine, designed for boat work, was

offered in casting form only by Atwood originally. As the demand fell off for casting kits, this Australian company picked up items and offered basically the same parts and drawings as Atwood did originally.

Back in 1940 when the announcement of this series of engines came out in the 1940 April and May issues of *Model Airplane*

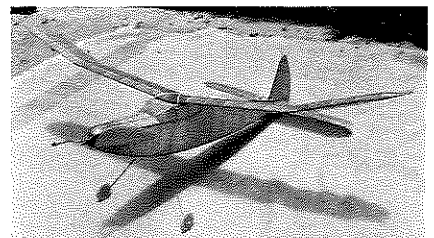
*Continued on page 86*

**Old Timer of the Month**

**Earl Stahl's GYPSY**

**Designed by: Earl Stahl**

**Text by: Bill Northrop**



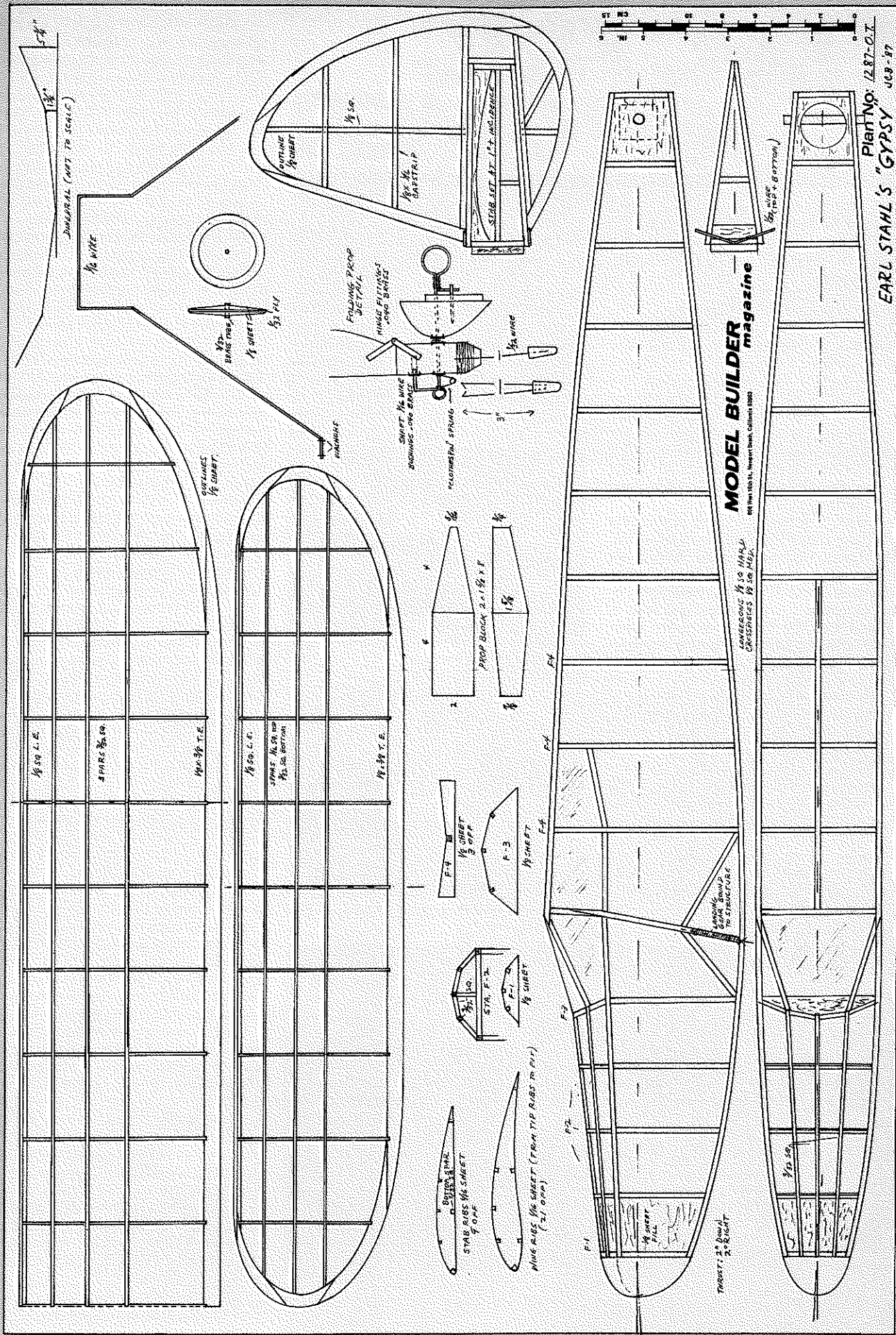
Earl Stahl's "Gypsy" Wakefield model was published in the September 1942 issue of *Flying Aces*. However, Earl and the model were on the 1939 Wakefield team, the year when all but one model became relegated to anonymity, that model being Dick Korda's, which on the first official flight of the contest stayed up for 41 minutes and put an end to the contest almost before it got started.

Under more ordinary conditions, it's difficult to say whose model might have gone down in history as the '39 winner, but if looks counted for anything, Earl's Gypsy, built in the neat, functional, looks-

good/flies-good style of all his models, certainly would have been at the top end of the winner's list. John Blair, Warne, North Carolina, a now-and-then contributor to *Model Builder* drew the plans and built the model shown. As might be expected, he calls it the most consistent and reliable of the models in his old timer collection.

John says, "I have redrawn the plan as originally presented; no diagonals, gussets, or other goodies which we routinely build into our models today. I would recommend to builders that they beef-up the wing

*Continued on page 86*



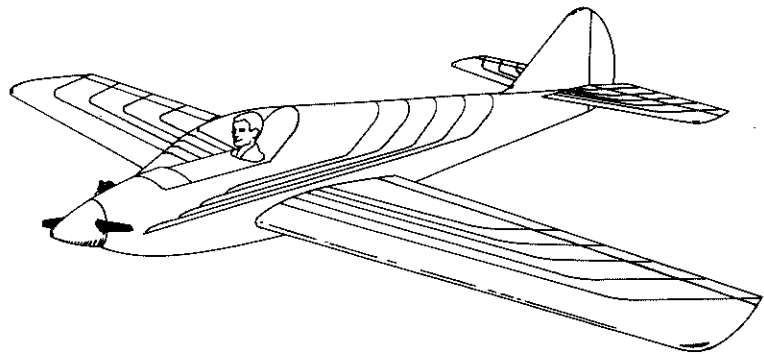
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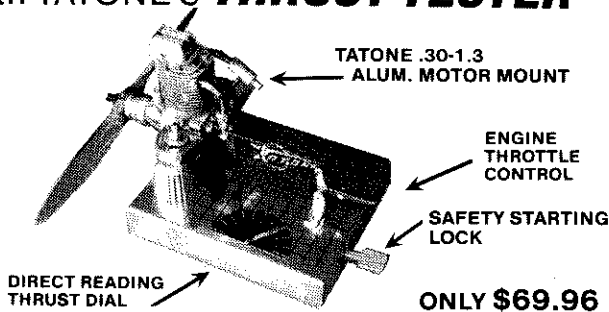
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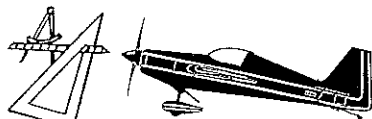
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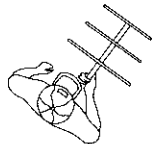
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Bob Fiorenze arrived with a Jack Tse F-18 Hornet powered by twin Dynamax Fans. Bob finished his Hornet in the prototype color scheme, and it was among the most attractive models at the rally. Bob is one of jet modeling's highly accomplished pilots, and he demonstrated this fact all weekend by putting the Hornet through an incredibly energetic series of maneuvers. The Hornet appeared to be every bit as impressive as Bob's famous "Black Bunny" F-4J Phantom.

Chuck Daley of Video Specialties, Inc., P. O. Box 4557, Monroe, Louisiana 71203, (318)343-1150, videotaped the entire week-

end's flight activities. He hopes to release a professionally edited and duplicated production of the rally within the next few months. Judging from the quality of Chuck's Southwest Fan-Fly tape, The Belleville material should be a "must" for anyone who wants a record of the current state-of-the-art of jet modeling.

Clearly, the second running of the Belleville Fan Jet Rally was a success. The event is growing in the number of participants and spectators. Hopefully, it will become a permanent annual event at Mountain View Airport.

Stahl's Gypsy. *Continued from page 32*

center joint, provide dowels for mounting the wing, and do something about the landing gear attachment, as a minimum."

Plug Sparks. . . *Continued from page 32*

News, not too many (outside of the boat people) had a machinery setup to turn out a Silver Crown.

Also, in those days, every free flyer was extremely weight conscious; hence, engines like the Hornet, McCoy, and other racing engines like Hassad, failed to appeal to the average Joe, who felt his model would be unable to handle the power.

Nowadays, use of such type power is quite common, especially in the Radio Assist old timer categories. Just imagine being able to use one of these rare engines, a .90 cu. in., in one of the larger O/T models employing spark ignition. Something like this stirs the imagination!

This engine, when first produced, held the Class C Racing category in speed boats. This marine engine was clocked at 39.24 mph, a not bad speed for 1940. In addition to the engine drawings, Atwood also offered plans to his 25-inch plywood racing hull enabling one to duplicate Atwood's winner.

Atwood offered the hull drawings for \$1.50, the engine drawings (two sheets) at \$2.50, and a set of 10 engine castings for \$5.00. A special combination of \$7.50 would get the whole works.

For those technically minded, the aluminum cooling fins were "bolt-on" type a la Baby Cyclone style. The engine featured split crankcase castings, each identical, of aluminum alloy. The crankshaft was also split, each individually balanced, with a single connecting rod between counterweights.

Atwood employed a double intake, as it turned out the size of a single intake was too small for this large high-speed engine. With two intakes, the engine could be more easily fine-tuned for maximum rpm.

In the July 1941 issue of *Model Craftsman*, the new Champion engine (which most of us recognize in this latest form) offered an interchangeable of dural rod for the previous Champion engines. This first model, "Champion" was a real buy at \$14.00 as it included flywheel, coil, con-