

Bernhardt working on the drawings between other **Model Builder** monthly projects. We developed a more efficient wing joining system, and included alternate construction for an R/C version.

We mentioned the project to Ben Shereshaw during last year's WRAM Show in White Plains, N.Y., and he was able to dig out the photo showing Charley Kinney with his XP-3. When the drawings were completed, we decided not to publish them until we'd had a chance to build one first . . . and maybe have the only one in existence, at least for a little while. At this point, however, it would seem that if we wait for our own to get built first, the plans would *never* get published . . . so here they are!

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Early photo of Charley Kinney with his XP-3, built from Ben Shereshaw's plans. It appears to have a mudguard over the main wheel that shows. Metal strap wing-joiners can be seen.

BEN SHERESHAW'S XP-3

OLD TIMER Model of the Month

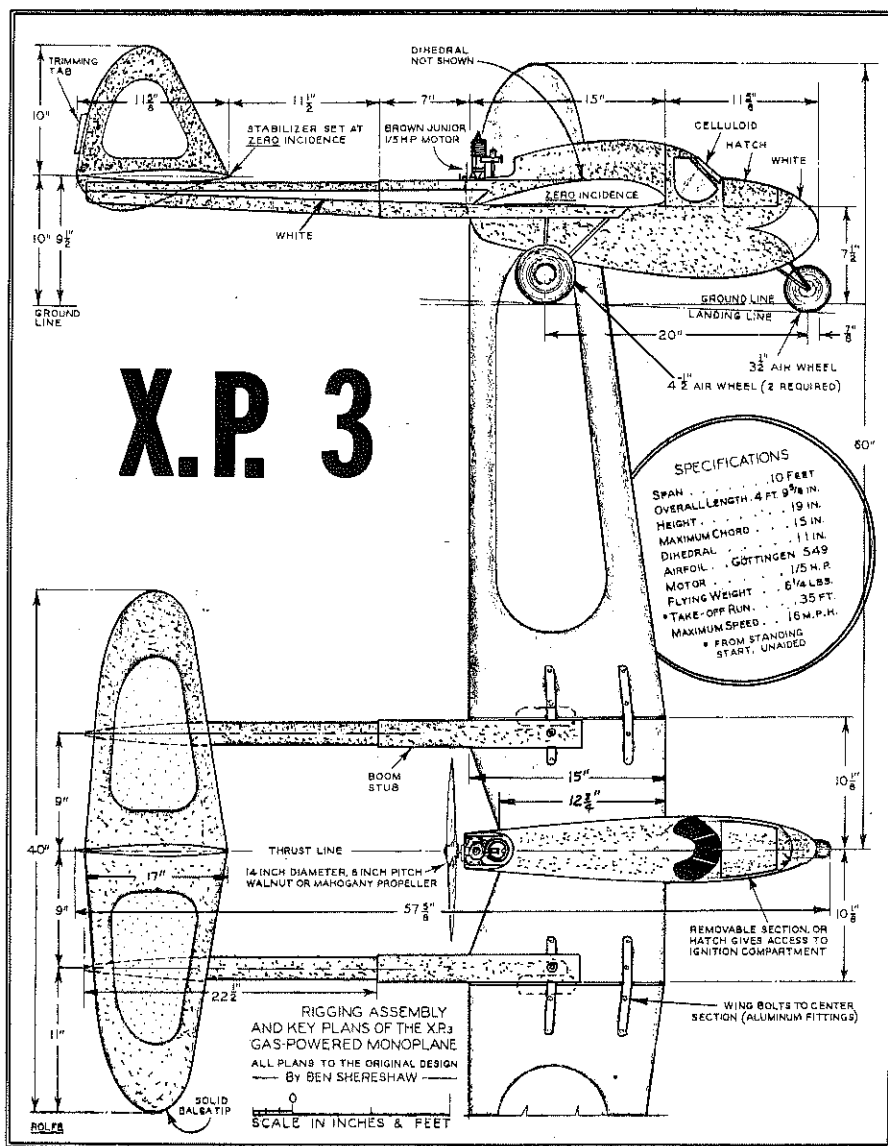
Text by: Bill Northrop

Redrawn by: Phil Bernhardt

Whenever a group of modelers begin to talk about great gas model designs of pre-World War II, it is only a matter of moments before someone brings up the name of Ben Shereshaw, and his most famous design, the "Custom Cavalier". This model was the epitome of the large, graceful, streamlined, super-soaring, beautifully constructed gas model. It was a typical Shereshaw masterpiece, with a completely strip-planked, streamlined fuselage and long, gracefully tapered wing panels with sheeting all around the perimeter, and caps on the ribs. This nine foot span model was kitted by Berkeley, and was the "Top of the Line" for many years.

Well, in our own opinion, the Cavalier *wasn't* Ben's greatest design. We had seen several photos of his Twin Boom pusher series, and remember one in particular that was photographed in the act of earning its nickname, the "Woman Chaser". Three-views of a couple of variations also appeared in *Flying Aces* and in a late 1930's *Zaic* yearbook. But the one that really convinced us of the Twin Boom's design superiority was this XP-3, which appeared in the "Model Builder's Handbook", a 1939 publication by Fawcett.

Though we have studied the XP-3 drawings many times over the years, no serious move was made to build one until recently. About a year ago we had Phil



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coming true. Speaking of the NARAM, we recently received more NARAM pictures from our trusty photog, Craig Kuhn. Two that we are passing along show some of the fine scale workmanship that appeared at this meet: Don Larson's Nike-Tomahawk, and the Bundick-Justis team's Loki-Dart. Both are models of small, little-known, and very much-used US sounding missiles. Nike-Tomahawk is manufactured by Thiokol Chemical Company, and Loki-Dart is made by Space Data Corporation. Note the rivets around the transition on the Nike, and the scale company data plate on the Loki!

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As usual, except for the wing joining system, we have left everything original, figuring that any modeler who is capable of tackling the project is also capable of making his own modifications. The original wing joining system consisted of top and bottom aluminum straps, with long bolts going all the way through the wing. Hardwood webbing filled the space between top and bottom spars at the bolt locations.

Rigging R/C out to the tail surfaces through the booms can be a bit tricky. One way to ease the problem is to build the pod, center section, booms, and tail surfaces all as one unit . . . but you had better check the overall dimensions of this assembly against travel space you have available!

And watch that construction weight. Remember that in Texaco competition, the maximum fuel allotment stops at 7 pounds!

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and the boat rides good through the turns.

STEP 11: Add paint, numbers, and markings and you're set for some fun. TESTING

We took the finished boat to the pond for some testing and had good success right away. The "Lightning-Bolt" really scoots with the K&B outboard. In fact, stock (right out of the box), this combination went through the traps at 33 mph. Quite an impressive start for a B mono!

K&B points out that no engine break-in is necessary, however, they do recommend that you do not run the engine at a lean setting for the first two runs. I would have to agree, and I did run a few extra runs at a rich setting.

Before I forget, I want to make an important point. Make a wood block that wedges between the transom and the outboard above the mounting bracket. This block should be inserted before starting, as this will make the outboard rigid, taking wear and tear off of your servo when you apply the electric starter. Paint the block a bright color so you don't lose it on the ground, and

recorded on the tape. A large digital display counts down in sync with the tape commentary from 90 seconds. At 9 seconds, the clock fires smoke charges concealed underneath the model in the exhaust trench. At 1 second, a spring retracts the swing arms and umbilical cords attached to the model, and the engines are ignited when a safety interlock senses that the swing arms are fully retracted. What a fantastic sight! Bob worked with Bill Cadwaller, local electronic genius and MAR CD, who designed the programming system. They demonstrated the system's reliability with two perfect launches.

Well, in this month's Howzat-Grabya Department we have some "nose news" from Bob Kaplow, who very kindly took the pictures of the Nike-Ajax and the Canny Saturn launcher. Bob tells me that the new editors of the *Model Rocketeer* are printing their first issue, and that beginning with a combined October-November issue, the *Model Rocketeer* will be on time from now on. Furthermore, all NAR members should have received any missing back-issues by January 1, 1977. We're glad to hear encouraging words from this department, as it indicates that some of the good things talked about at the NARAM are

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