

**OLD TIMER Model of the Month**  
 Designed by: Elbert J. Weathers  
 Redrawn by: Phil Bernhardt  
 Text by: Bill Northrop

● "If you can't beat 'em, throw the book at 'em!"

Of Californian Elbert J. Weathers' many famous gas models, the "Mystery Man" will undoubtedly go down in history as the most remembered. A beautiful and well thought-out design, it had two outstanding features that immediately identified it.

First, there was the graceful gull wing with curved up tips. The gull center section was built as part of the fuselage, and the outer panels plugged in

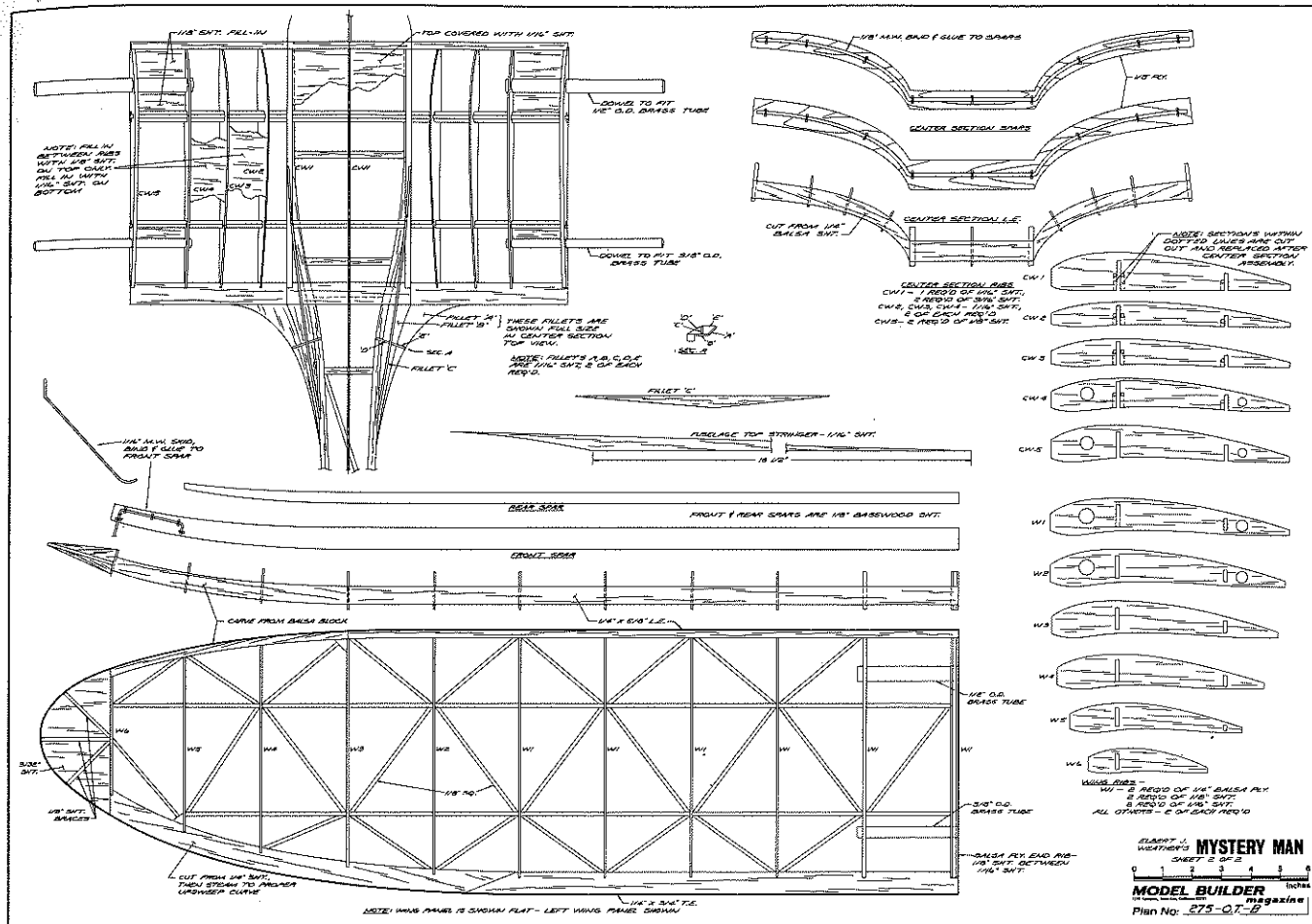
with tubes and dowels, much like our modern R/C sailplanes.

The most outstanding feature was the takeoff dolly. To eliminate drag, and yet permit unassisted takeoffs, Weathers designed a dolly from which the plane lifted as it gained flying speed. At first, it was considered quite a novel and interesting feature . . . but it soon became a problem . . . Elbert was placing in too many contests! Before long, the "If you can't beat 'em" motto was applied, and the ship was declared illegal . . . unless the heavy takeoff dolly was locked in place. The contention was that the "Mystery Man" was "Dropping parts in flight", which of course, has always been illegal in competition flying.

## "MYSTERY MAN"

In our estimation, the "Mystery Man" takeoff dolly is no less legal than the dolly now used by control line speed ships, and it should be declared "Not Guilty" and given a full pardon! However, in case you should run up against some narrow-minded CD who thinks lifting off of a dolly is the same as dropping parts, you better keep a set of locking pins in your field box . . . or hand launch!

● once you cut through the porcelain glaze, they will only foul up faster. Carbon tet used to be a real great cleaner, but the do-gooders have pretty well outlawed the use of this volatile cleaner. Regular household ammonia is the best for cleaning plugs. Just soak them thoroughly, scrub, and bake dry.



Faithful reproduction of Fillon's 1937 Wakefield winner by Ed Wallenhurst. Fillon of France still has his original model! Maybe the old cross-section rule would keep 'em close to home.

Spark plugs, while regarded as a major source of ignition trouble, are not to blame in the majority of cases. Too many times, the point settings of the timer are poor, the insulation of the wire is leaking, and worse of all, there may be loose connections. So don't be yanking off the plug every time the engine fails to start. There are many simpler ways to check for spark. We'll talk about this and the other segments of ignition next issue. So start looking

around for a good engine to convert. **LAST FLIGHT**

Just received a nice letter from Ron Moulton, editor of *Aeromodeller*, who reports the sad news of the passing of C. A. Rippon, well known for his RIPMAX radio sets. C. A. died 28 November after 17 years of tremendously active modeling. Included among the credits and kudos due C. A. were his founding of the British organization, K&MAA in 1909, the SMAE in the



England's Alwyn Greenhagh flew this oiled silk covered twin pusher.

twenties (the present British modeling ruling body) and several notable clubs, including the famous Northern Heights MAC. His London Hobby Shop was unsurpassed, and for years, was the favorite hangout of modelers. His interest in youngsters and their subsequent development is a real tribute to the activities of this most fatherly of modelers. As Ron sez, "We're gonna miss that boy."