



Wanna buy a duck? No, it's Guy Kirkwood, not Joe Penner! Guy was trying to unload this ancient Thor at SAM Champs. No takers?



MB's intrepid F/F Editor, Bob Stalick, releases his erratic Wedgy. Terrific glide compensates. CAMS Annual, Cour d'Alene, Idaho.

panies squeezing out the smaller competitor. Along with the Pierce, Everson, et al, the Rocket suffered the same fate as the myriad of engines on the market, i.e., falling off of sales. Eventually, the Rocket motor production was discontinued.

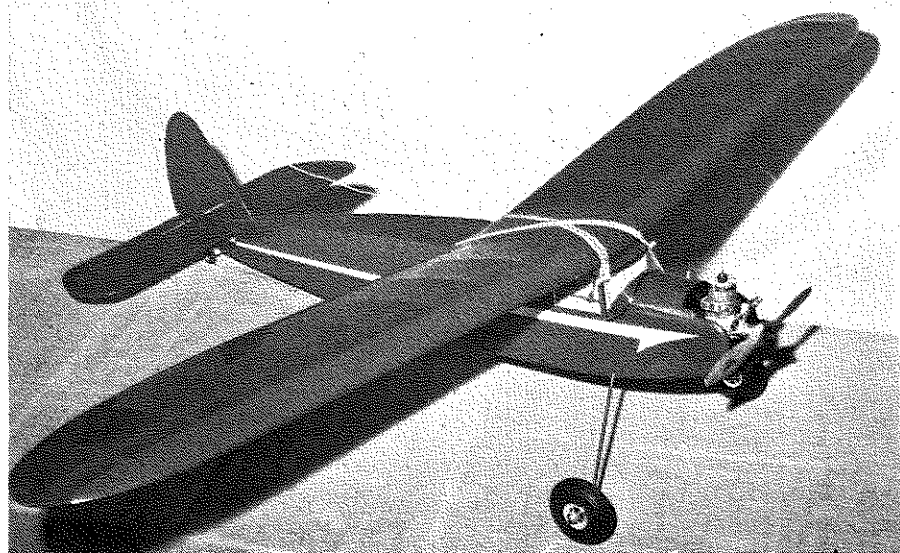
Rocket motors are surprisingly good running engines. Most modelers make the mistake of putting a .46 size motor, such as the Rocket, in a model designed for a .60. When properly combined, the Rocket motor can more than hold its own in competition.

For those interested in specifications, the Rocket Motor featured a 13/16 inch bore, 7/8 inch stroke; displacement, .46 cu. in.; and a weight of 8 ounces. For flying nowadays, the Rocket engine unfortunately requires a 1/4 inch V-2 spark plug, which is in rather short supply.

NAILED TO THE CROSS

Bob Cowles (old time friend) writes to state that the Tex Newman drawing of the Mighty Midget was in error, being a composite type engine.

The Mighty Midget with the widely spaced fins and nearly round head profile did not come with a plastic tank. Further, it has the molded crankcase



Newest 48 inch span, scaled-down old timer by Micro Models, the famous Miss America, designed by Frank Zaic. Reduced version is for light-weight 3-channel radio systems. A great trainer.

(No. 2 style) as compared to the die cast No. 3 style, with the webs as shown on the sides.

Bob further goes on to say that if the drawing had shown the cylinder fins finely spaced and a straight taper

together with a finned flatter head profile, this would have been a good reference drawing.

Might mention at this time that Tex has been drawing engines strictly from the stock he has, and if some of his en-

The 'LONG CABIN'

OLD TIMER Model of the Month

Designed by: Robert Long

Redrawn by: Phil Bernhardt

Text by: Bill Northrop

• Typical of that period, the August 1937 issue of Air Trails featured a construction article which was merely entitled "Cabin Gas Model." Also, typical of Air Trails at that time, the designer of the model, Robert Long, shared the by-line with Model Editor

Gordon S. Light.

In spite of its unheralded introduction, the "Long Cabin" continues to be remembered by old time modelers . . . not so much for its contest record, as for its clean, simple, functional, and scale-like appearance. Best of all, it flew as well as it looked.

For modern old timer competition, the Long Cabin should make an excellent model for Antique, and in accordance with the new displacement rule, it can take up to .35 glow engine for R/C Texaco. As we've mentioned before, Old Timer cabin ships with radio

make the perfect R/C trainer, and the Long Cabin, with its scale-like appearance, would be just right as a sport model for all members of the family to fly.

Conversion to R/C is very easy. By merely doubling the fin and stab spars, leaving a gap for hinges, you've got the control surfaces. If you intend to use it for sport flying only, drop the dihedral to about 4 or 5 inches per panel to improve maneuverability. For Texaco competition, keep the ship as light as possible and go to a smaller engine, for fuel economy. •