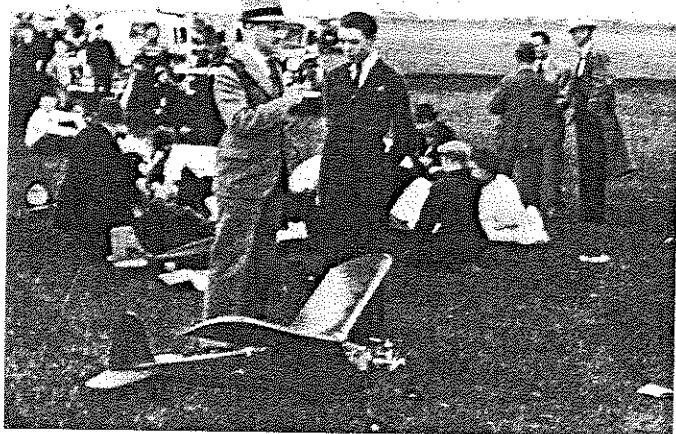
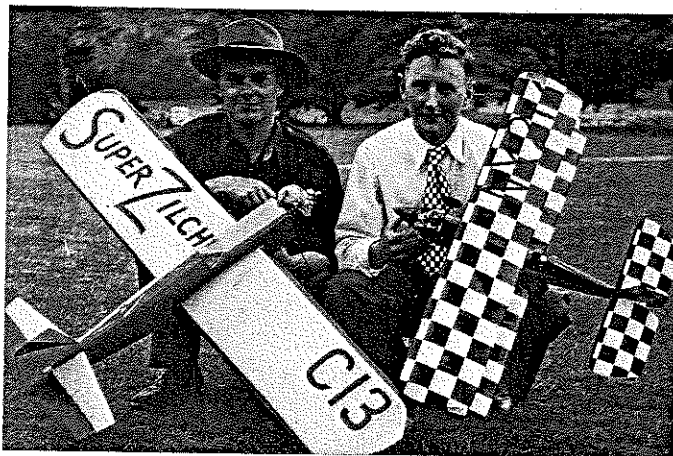


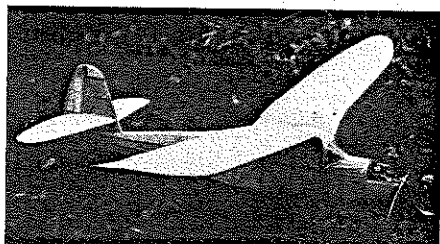
285 OT



18. Frank Schinn, of local Winnipeg radio station, interviews Art Cooke in '38 about his winning Bunch powered Thush Inspirer.



16. In 1952, there were two outstanding control line fliers in Australia, Monty Tyrell and Tony Farnan. Note matching tie and plane!



17. Walter Bungert, West Germany, built this pretty Joe Weathers "Mystery Man".

and Rogers, in conjunction with the Judson Co., was the first to use this low cost material.

To keep things as cheap as possible, the crankcase had no bearings, simply relying on the alloy itself. The piston and cylinder were finished to .0002 inch by a method called Ball-Sizing Process.

Of course, to use such materials in close fits, the piston had to be lubricated with gas and oil at a 2:1 mixture. Despite this, the engines did wear out very quickly.

Also worth mentioning, is the use of 24ST aluminum for the connecting rod, with no special bushings at each end of the machined bearing surface. The only real steel part was the crankshaft, made in two pieces, a crank pin forged in place, and the counterbalance and main shaft, all machined in one piece.

The Buzz 60 was the only engine to come without a tank, another attempt to save money, as a special tank would have been required for the larger Class D engine. (All other engines came with the same aluminum tanks.)

The Buzz 60 specifications reveal the engine had a bore of 1.00 in. and a stroke of .77 in. giving a displacement of .610 cu. in. The manufacturers claimed 9,000 rpm using a 12-inch propeller to give 1/4 h.p. All up weight was 9 ounces.

Flying Models' personnel, in their analysis of the Buzz 60, used an 11-inch Flo-Torque propeller to obtain 12,600 rpm, a rather remarkable figure when most of us thought 6,000 rpm with a "slag" engine was putting out good power. With the conventional 14-inch free flight Flo-Torque, the FM people obtained 8,250 rpm.

This compares favorably with the manufacturer's claims of 9,800 rpm with a 12-inch propeller, 9,500 rpm using an

11-inch "Hi-Ball" prop, and 7,000 rpm with a 14-inch "Hi-Ball" prop.

The most surprising feature of the Buzz 60 was the spring steel timer with tungsten steel points that gave no flutter. The timer is simplicity itself and looks so simple, one would not expect good results for rpm ratings as high as 12,000 rpm.

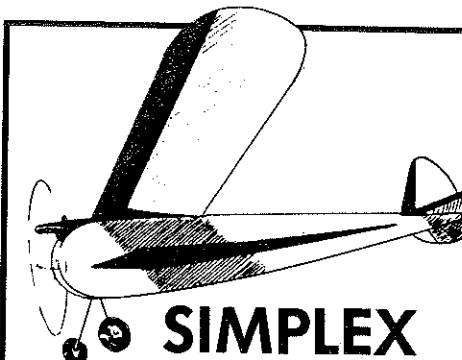
The Buzz engine, despite its being produced as cheaply as possible, wasn't a bad running engine for the price. If one followed the practice of using heavy oil ratios in the fuel mixture, a modeler could

expect the engine to last at least one season of competitions.

Later on, America's Hobby Center, who was the exclusive distributors for the Buzz engines, came out with a glow version. However, this proved to be a real dud, as the glow fuel caused even more wear and, of course, a shorter life for the aluminum mating parts.

With the passing of the Buzz engines, another era of cheap, inexpensive engines was closed, to be reopened in the 1/2A

Continued on page 72



Designed by: Paul Plecan
Drawn by: Al Patterson
Text by: Bill Northrop

When Paul Plecan named this Old Timer of the Month, he couldn't have made a better choice. The "Simplex" is your basically constructed model airplane. The fuselage is four longerons with verticals and cross-pieces perpendicular to the centerline. The wing is a 10 by 60-inch constant cord, straight dihedral structure with a sturdy spar, leading edge, and trailing edge, with sheet wingtips, based on the old reliable Clark-Y airfoil. Stab and fin are built from various sizes of 1/4-inch thick strip. Plans appeared in the February '41 issue of *Air Trails*.

The unique thing about the Simplex is that as simple, traditional, and "Plain Jane" as the structure may be, it doesn't look klutzy. Functional, clean lines have a way of coming out on top in the appearance category.

Of course, every modeler (as compared to a parts assembler) has some "improvement" ideas for every

OLD TIMER Model of the Month

design. I would suggest only a few thoughts on Paul's Simplex. Add a triangular 1/4-inch gusset that will surround the rear wing hold-down dowel (something to stick covering to) and add a front hold-down dowel about one inch down and just ahead of the plywood firewall (through the side cowl blocks). Also, trim 1/16-inch off the top of the three center section ribs so that area can be sheeted with 1/16 balsa (grain spanwise). By running your wing hold-down rubber bands criss-cross, you'll now avoid any damage to open covering material from the rubber tension.

By the way, as sturdy and light as this five-footer will be, it is an excellent choice for electric power. And if you wish to prevent loss of the model (the original flew away on its first day of testing, 33 minutes O.O.S. on a 15-second engine run!), radio can be added quite easily. For the rudder, measure in three inches from the trailing edge at the fin base and install two vertical 1/4-square spars, spaced 1/16 apart, from bottom to top. Trim away existing pieces to fit. For the elevator, you'll have to split it in two pieces to clear the rudder, beginning at the first stab rib out from the center. On the other hand, we've seen several models where only half an elevator is used...one side only. Much simpler (Simplex?) and works fine, with no side effects. A two to two and-a-half inch elevator chord should be sufficient.

Oh yes, Paul did mention the balance point. It's at the main wing spar. Again... Simple. Huh?