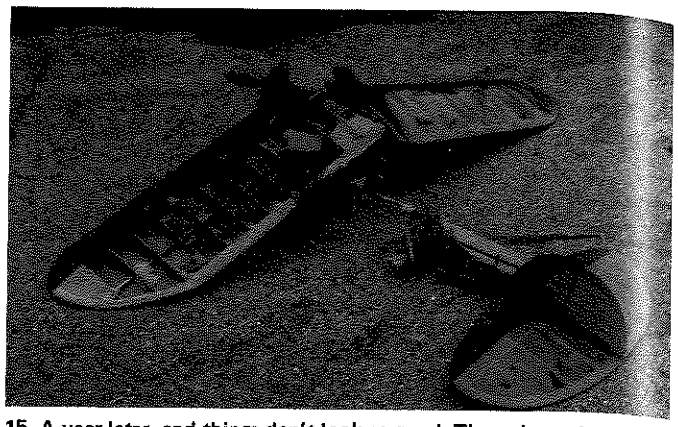
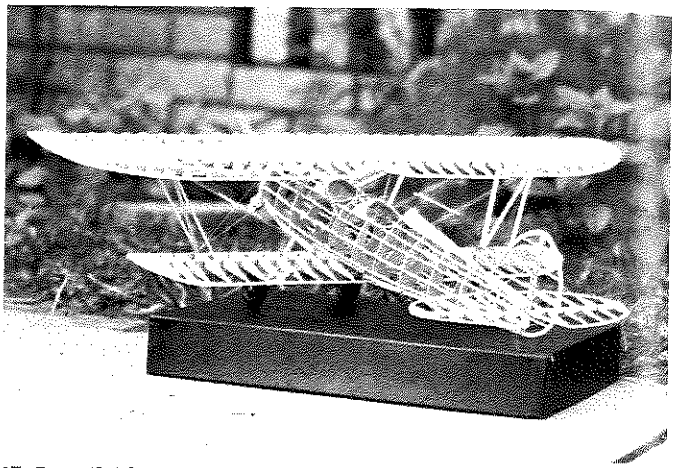
14. Scene: Woody Bartelt about to launch his Spitfire-powered Powerhouse in a very stiff wind. Photo: Stouffer.



15. A year later, and things don't look so good. The sad remains of the errant Powerhouse.

16. Russell (left) and Clyde (right) Stokes with the Blue Bonnet Special at Seguin AFB, Texas.



17. Beautiful framing job of a Fleet Trainer by Harold Osborn, built back in 1941.

placed in all three rubber events being runner-up to Bob Moulton in the Rubber Cabin event.

The most hotly contested event was the .020 Replica Event. These small Cox Tee Dee 020 powered models are remarkable for their excellent performance. The only drawback, of course, is the finding of these small models in tall grass.

Evidently, Willard Smitz had no trouble as he won handily with a perfect string of "maxes." No question about the weather; it was quite good for Bong Field. You might say an unusual day!

ENGINE OF THE MONTH

Things couldn't have been better at the headquarters of Duro-Matic Products located at 1039 N. La Brea Ave., Los Angeles, California in 1946. Their first racing engine, the McCoy 60, was a resounding success in all three fields; airplanes, race cars, and speed boats. The race cars designed by Dick McCoy, the spur drive-type, proto, and hot rod, were also huge successes.

Then came the McCoy 49, another smash setting all sorts of control line speed records. In many cases, the 49 actually outperformed the McCoy 60 for speed records. As Jackie Gleason would put it, "How sweet it is!"

Not one to sit on their hands and enjoy success, the Duro-Matic people immediately launched the McCoy 29; this one aimed directly at the Class B Speed merchants. History repeated itself again. Teamed with their "Invader" all-metal speed model, the McCoy 29 smashed all existing Class B records by a wide margin.

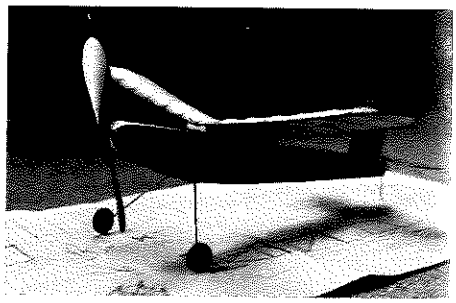
First announced in the July 1947 issue of *Model Airplane News,* this new "Red Head 29" was initially priced at $19.50, lowest of all the McCoy racing line. In all respects, this new McCoy was a miniaturized version of the success McCoy 60-49 type racing engines. The two ball bearing crankshaft arrangement was preserved along with the two piston rings for the alu-

Continued on page 87

OLD TIMER
Model of the Month

THE JUNIOR ENDURANCE MODEL

Designer: Unknown
Text by: Bill Northrop
Redrawn by: Don Drury

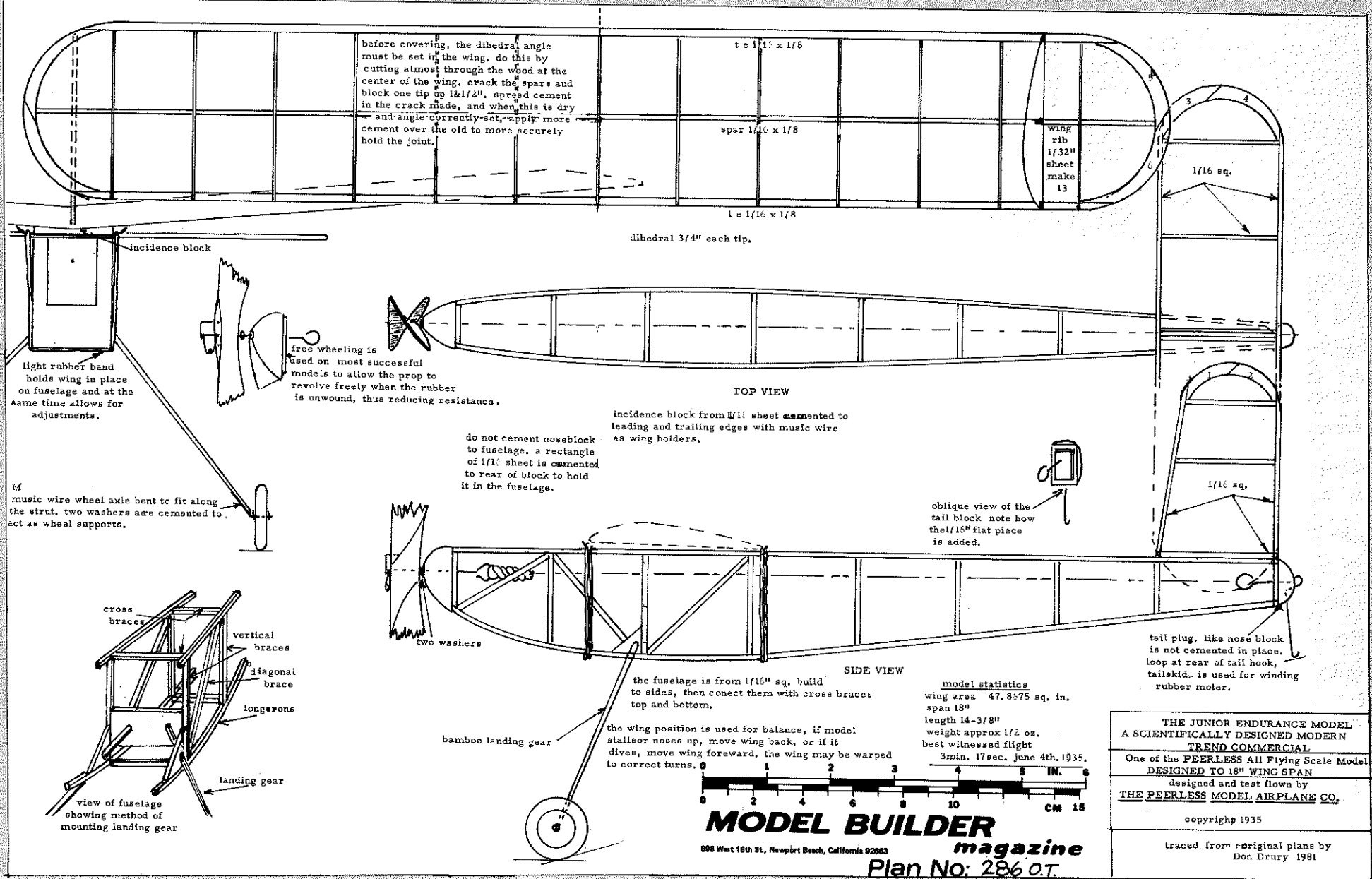


• Old timer modeler (in both respects of the phrase) Don Drury, of Ann Arbor, Michigan, sent this one to us. He explains that while cleaning up his basement between model projects, he ran across the original plans for this Junior Endurance Model, a "scientifically-designed modern trend commercial"(!). As it says on the plans, the 18-inch span model was designed and test flown by The Peerless Model Airplane Co. Can anyone tell us the name of the *person* who designed it?

Don went on to say that this little plane gets full credit for establishing him as a model builder. "This ship did more toward teaching me why a plane flies, and how to adjust it, than any other." He entered it in his first contest at the age of 12, back in 1937, and took First Place. The one in the photo is the fifth he has built and it's still a lot of fun to fly.

Don traced the plan shown from the 48-year-old kit drawing, staying as close as possible to the original. The kit had an 8-inch machine-cut balsa prop, however Don's latest sports an 8-inch plastic.

Looks like a great choice for a one-design club contest. And to modelers who came into the hobby through R/C, here's a real challenge. Build one and tell us about your first 3 minute and 17 seconds flight!


before covering, the dihedral angle must be set in the wing. do this by cutting almost through the wood at the center of the wing, crack the spars and block one tip up 1&1/2". spread cement in the crack made, and when this is dry and angle correctly set, apply more cement over the old to more securely hold the joint.
t e 1/16 x 1/8
spar 1/16 x 1/8
wing rib 1/32" sheet make 13
1/16 sq.
1 e 1/16 x 1/8
dihedral 3/4" each tip.
incidence block
light rubber band holds wing in place on fuselage and at the same time allows for adjustments.
free wheeling is used on most successful models to allow the prop to revolve freely when the rubber is unwound, thus reducing resistance.
TOP VIEW
incidence block from 1/16 sheet cemented to leading and trailing edges with music wire as wing holders.
do not cement noseblock to fuselage. a rectangle of 1/16 sheet is cemented to rear of block to hold it in the fuselage.
music wire wheel axle bent to fit along the strut. two washers are cemented to act as wheel supports.
oblique view of the tail block note how the 1/16" flat piece is added.
two washers
SIDE VIEW
tail plug, like nose block is not cemented in place. loop at rear of tail hook, tailskid, is used for winding rubber moter.
cross braces
vertical braces
diagonal brace
longerons
landing gear
view of fuselage showing method of mounting landing gear
bamboo landing gear
the fuselage is from 1/16" sq. build to sides, then conect them with cross braces top and bottom.
the wing position is used for balance, if model stalls or noses up, move wing back, or if it dives, move wing foreward. the wing may be warped to correct turns.
model statistics
wing area 47.8675 sq. in.
span 18"
length 14-3/8"
weight approx 1/2 oz.
best witnessed flight
3min. 17sec. june 4th. 1935.
0 1 2 3 4 5 IN. 6
0 2 4 6 8 10 CM 15
MODEL BUILDER magazine
898 West 18th St., Newport Beach, California 92663
Plan No: 286 O.T.
THE JUNIOR ENDURANCE MODEL
A SCIENTIFICALLY DESIGNED MODERN TREND COMMERCIAL
One of the PEERLESS All Flying Scale Model DESIGNED TO 18" WING SPAN
designed and test flown by
THE PEERLESS MODEL AIRPLANE CO.
copyright 1935
traced from original plans by
Don Drury 1981