

020 REPLICA POWERHOUSE

Old Timer Model Of The Month

Famous Sal Taibi design, reduced to .020 Replica size, by GENE WALLOCK, text by JOHN POND.

● This month's design, the Powerhouse, by Sal Taibi, first appeared in Model Airplane News in September 1939. The model had been featured in many published photos prior to his, notably for its ability to rise off water. Up to this time, most designs employing the Forster 99 engine, ranged in size from 9 to 12 feet in wingspan. Taibi was the first to exploit the power potentialities of the Forster 99 in a smaller model designed strictly for the 1939 limited motor run events.

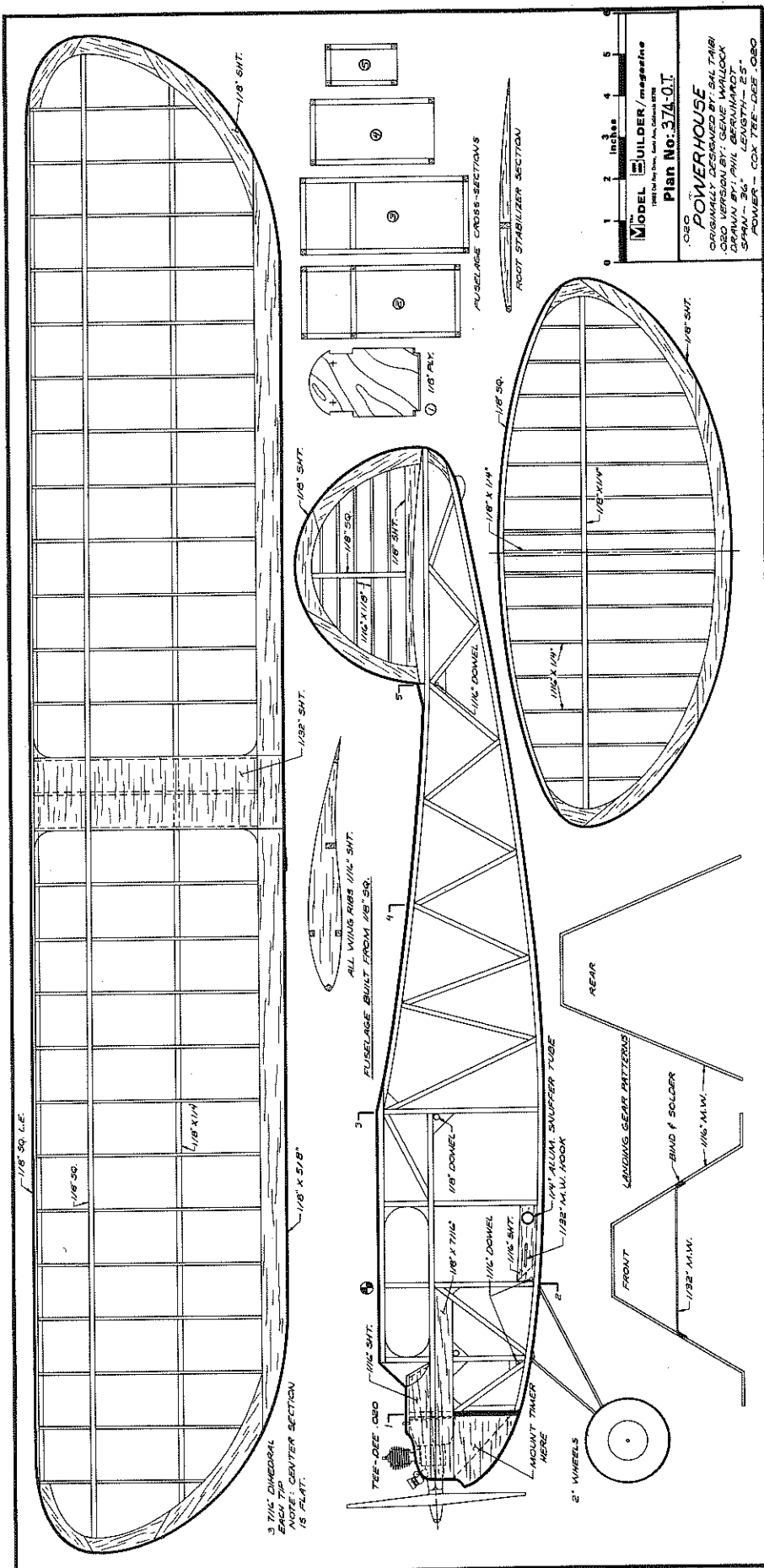
The Powerhouse reflects Sal Taibi's philosophy of model building to a tee; keep 'em simple and they simply fly! The construction of the original Powerhouse was simple, strong, and light; the main reason so many have been built.

According to Sal, he actually built a smaller version of the Powerhouse, but the details of this design have been since lost in limbo. Attesting to the popularity of the Powerhouse design, an English kit produced in the 1941-1945 era called the Air Master, put out by the Cloud Mfg. Co., was an absolute dead ringer to Sal's design. A smaller version was alleged to have been kitted, but the author has been unable to find a trace of this one.

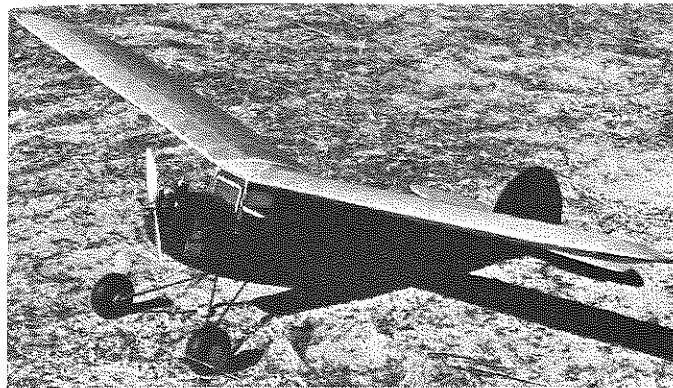
The Powerhouse design is so popular that since being accepted in the Antique Class, it has taken all places in this event time and time again. The model flies in the classic cabin method; left under power, right in glide. The .020 version being presented is remarkably similar in power pattern.

Gene Wallock is responsible for the .020 plan being offered this issue. The model flew so well, that your F/F Flying Scale Editor, Fernando Ramos, had to build one. Fernando reports the model checked out almost perfectly on the first flight—only two test flights were required!

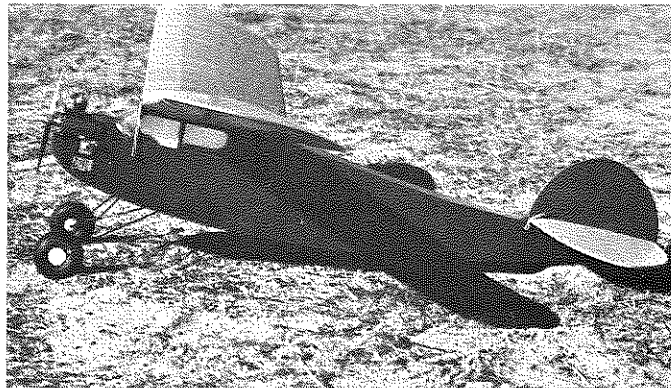
This model will also make an excellent vehicle for the new .020 Old Timer Free Flight Replica radio controlled event presently being proposed by the Old Timer Eagles for the S.A.M. Championships at Lakehurst. Using the small Ace Radio single channel system for rudder-only (weight is only 2-1/2 ounces), this ship makes an excellent competition model. In a 20 second engine run contest, who needs motor control? With the undercambered wing section, the Powerhouse can be a threat from most any altitude. Try one and see!



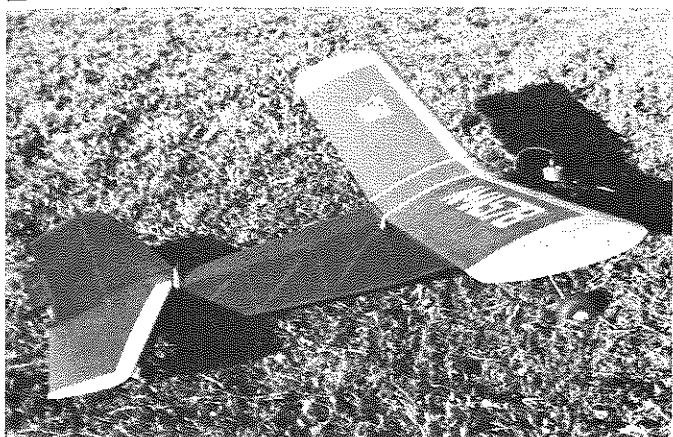
FULL SIZE PLANS AVAILABLE—SEE PAGE 72



F/F Scale editor Fernando Ramos built this .020 Powerhouse from Gene's plans. That's right, it's STILL a scale model!



Fernando says his Replica Powerhouse was trimmed out by the second flight. Anything looks that good HAS to fly!



Rocket powered King-Burd (1936), built by John Hammond, A.C.C. Club, Baltimore, Maryland.



Bert Pond, Longmeadow, Mass., winds his 1929 Burnham stick model during Chicago Nationals. He won event!

Also noted was the addition of a new event, Flying Scale, rubber powered. That should attract a lot of the SCAMA boys where Peanut Scale started at Pinkham Field. For entry blanks and info, write Woody Woodman (the other C.D.) at 389 Floral Lane, Saddle Brook, N.J. 07662 (or write this management if handier). The Bean feed starts at 4:30, July 1, at Fox Trot Circle on NAS Lakehurst. See ya there!

BIGGER AND BETTER CONTESTS

In reviewing the contest schedule for Old Timers in 1974, special notice should be given to the fact that, for the first time, the SCIF and SCAMPS Clubs are jointly sponsoring all contests for the year. This is simply tremendous!

With the combined membership, the problem of contest officials is considerably lessened. Finding qualified (and willing to work) people is always a headache. With such a joint effort, old timer activity in California should enjoy a banner year in 1974.

One of the interesting things that evolved from the joint managership is the addition of rubber scale to three of the .020/Commercial combination contests. Rules for this new scale event will be soon forthcoming. One thing for sure, the event will be much more informal than the Flightmaster detailed type contest. Emphasis will be on the *Fly* of flying scale. (Look out, John! You're gonna get yourself in . . . more trouble! wcn).

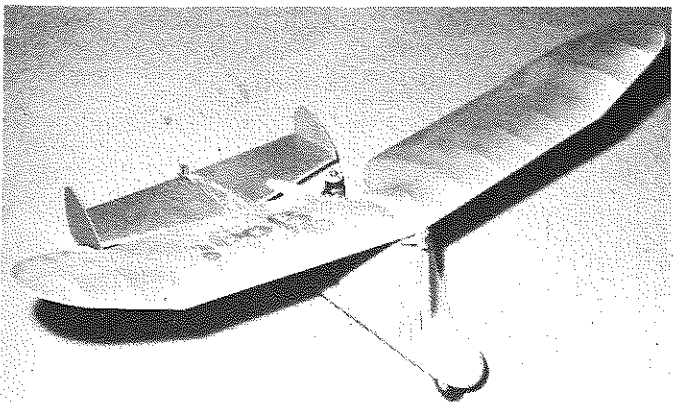
As if you haven't had enough trouble getting your gas job off water, the SCIF-SCAMPS have also added a rubber event. Maybe a switch of events may change your luck.

INDOOR OLD TIMER SCALE?

This is a new angle cooked up by the Willamette (Oregon) Model Club. Here in California we don't have to fly indoors during the winter, so the idea has never been tried. The WMC is going to include this with its February 10 contest. Is there no end to this O.T. fun? Here are the tentative rules for other clubs that might be interested:

1. Models will conform to the same categories as established by S.A.M.

Continued on page 60

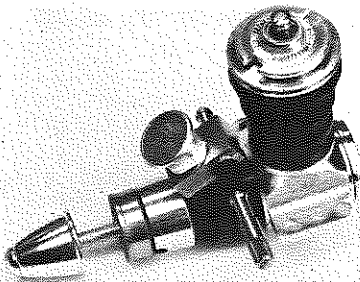


Phil Oestricher, Ft. Worth, Texas, built this prop-saving Yogi, powered with a Torpedo .15.



Earl Welch and Brown powered Miss America at Willamette M.C. O.T. meet. Can you name ship in background? It's not a Sailplane!

1974 COX TEE DEE .049 AND
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KK-01L Tee Dee \$17.00

Tee Dee .049, with left-hand crankshaft (polished) and KIRN-KRAFT Front Needle Valve Assembly.

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KK-01F Tee Dee .051, with regular crankshaft (polished) and KIRN-KRAFT Front Needle Valve Assembly.

KK-02 Tee Dee .049, with left-hand crankshaft (polished), pressurized backplate, opened up venturi and KIRN-KRAFT Front Needle Valve Assembly.

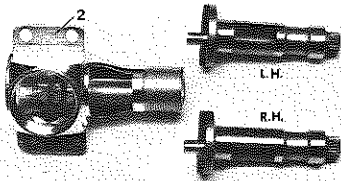
KK-03 Tee Dee .049, with regular crankshaft (polished), pressurized backplate, opened up venturi and KIRN-KRAFT Front Needle Valve Assembly.

KK-04 Tee Dee .051 (same features as KK-03)

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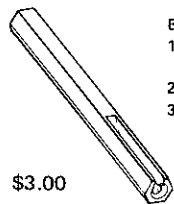


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anyhow. The ship was just completed in time for this article, and in all probability, the first test flights will take place during the San Valeers Winter Nats, to be held February 16 and 17 at Taft, California, where we'll enter it in the R/C Texaco event, modified to an 1/8 ounce of fuel per pound of airplane.

Oh well . . . Isn't that about par for the course? ●

C/L Continued from page 47
place in Class B Speed (Jr/Sr/Op) at 191.01 MPH by Shannon/Jett. Mike Bussell took second at 171.85 MPH. First place in Class C speed was won by Norm Drazy at 175.20 MPH.

The weather at this meet was the best we've seen in years. It was in the mid-70's both days, with low humidity-(20-30%). No wind to speak of on Saturday. A little wind Sunday morning, but it calmed down about noon.

If attendance at this meet is any indication for this year, it sure looks good. Perhaps the "gas shortage" is not as serious as we thought . . .

SCALE

Interest in scale at the 24th South-western Regionals was quite good this year. Four multi-engines planes and three single engine entries. Ray Smith (Lawndale, Calif.) took first with his neat A-26A. It really flies nice. He won with the same plane last summer at a San Diego contest (see Sept. '73 issue of M.B.). Marvin Martinez (Phoenix, Ariz.) was second with his BF-110D-3 bomber, and Roland Baltes (San Pedro, Calif.) was third with a brand new (three year project) JU-88D-1 bomber. ●

Plug Sparks . . Continued from page 21

2. The model must be scaled down from the original, maintaining similar structural type, airfoils, moment arms, dihedral, etc.
3. Model must be rubber powered.
4. Model wingspan limited to 24 inches projected.
5. Model must be tissue covered. Condenser paper or similar covering not permitted.
6. No folding props.
7. Models must R.O.G. Landing gear may be extended for larger rubber type propeller.
8. Model will be judged for fidelity to original scale.
9. All material sizes cannot be less than to scale. Larger sizes permitted.
10. Six attempts to make one official flight.
11. Official flight is 5 seconds or more.

Hopefully, a good turnout will result. We'll try to keep track of this new old timer phase.

ALL SHOOK-UP DEPT.

Just received a letter from Al Schwankert of the New Jersey Old Time Eagles. He sez he couldn't sleep all night after reading the December Model Build-

log. 20c

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er Plug Sparks Column. So, at 5:30 a.m., he sat down and wrote a letter from which are quoted parts pertinent to the proposed SAM change the writer advanced in an attempt to head off the scramble:

"We fly in average winds of 12 to 24 mph, with heavily wooded areas surrounding the field. One flying sight is only 75 yards from the Atlantic Ocean, bounded by the Connecticut River.

"Your ideas about flying hands-off radio under power are great, but there will be a lot of crashed ships, poor R.O.G. characteristics, very little precision flying, and darn few spot landings.

"We felt the same way about hands-off radio and thought this was the way to go. A meet at Lakehurst using rules similar to those you propose was held last June 24. In good spirits, we all entered with the intentions of winning with good ships and excellent pilots. At the end of the meet, a contestant meeting was held and it was unanimously agreed never to have a "hands-off" event again.

"I didn't see many ships go home in one piece, that day. I picked up the winner's plane with my four-wheel Jeep. His score was not high . . . He was lucky!

"Radios and engines are expensive, not to mention the cost of balsa. On the average, with fuel-control meets, we still lose seven to nine ships out of every thirty contestants. To change back to "hands-off" would only increase the loss. You do not increase activity in the sport with more crashed planes.

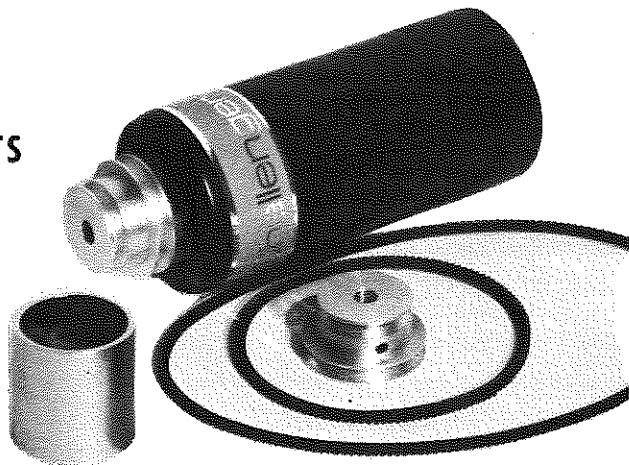
"John, please try it before thinking of a rule change. If it is run as an additional event, hold it last! I sure could tell the Old Timer R/C F/F boys what not to do!"

Well, Al, thanks for reading the column (hey, look WCN, somebody does read the stuff!) and for your comments. You're absolutely correct in your last paragraph. For this reason the writer has backed off (see previous

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issue) and decided to try it himself. Until that time, we won't propose any rule changes. Having two or three models on the work bench with various sizes of horsepower, it won't take long to run an evaluation.

OTHER SIDE OF COIN

Just about the time the writer figured all easterners liked the hot free flight with even hotter engines, Ed Goretzka, of Timonium, Maryland, writes to say that the local F/F and R/C boys are in agreement that the over-powered R/C jobs somehow don't seem to be consistent with the normal relaxed air of old timer flying.

Ed, along with others in his area and New Jersey, have this feeling, but have been talked down, by the more vociferous. Ed sez, "I won't shout, I'll just do my thing and have fun." Hey! How about that? It would be interesting to poll the contestants for how they *all feel*. However, if you have an opinion, ya gotta speak up!

Ed concludes by saying this O.T. movement is gradually converting those red hot competitors who are too busy to smile and relax. We'll gettun all yet! **STAND CORRECTED!**

It is refreshing to the writer that somebody actually reads this column and takes the time to straighten out the writer. Latest example is a letter from Jerry Persh of Annandale, Va., who points out that the article on the Mini-Interceptor forgot that Persh, in 1969 at Willow Grove Old Timer Nats events, registered four maxes in a row! Jerry states the Goldberg Interceptor is a fine design, capable of meeting today's competition when properly adjusted and using a good engine. He's telling us! **ENGINES**

With old ignition engines getting harder to find all the time, it is a real pleasure to report that Mark Fechner

(MECA 659) has started an engine conversion business known as Marks Model Engines, 112 Clinton Ave., Salt Lake City, Utah 84103.

Mark will do engine conversion on any size and make of engine. Right now he is specializing in Torpedo engines because of easy adaptation. Deal works this way: You send your engine and timer you want installed. If you don't have a timer, he will supply one for \$4.00. The conversion consists of complete refinishing, the case gets a matte finish (like Super Tigre), the head is Klondyke gold, all black parts reblackened. Tanks are plastic or metal, yer cherce.

Conversion price is \$20.00 plus postage. All work is guaranteed and engines test run. Depending on size engine, Bantam, O&R, Torpedo, or Cyke timers are used for the "Klondyke Specials." **LAST WORD**

That guy, Bob Von Konsky, can think up more work for the writer than he can successfully avoid. Latest idea is to run an illustration or three view outline drawing of old ignition engines so the fellows can get a feel for the old engine they are currently considering. Would also help for mounting, cowling, etc. How about it friendly reader? I ain't gonna do nuttin' until I hear from you! Besides, it's time for pizza and beer. See ya next issue! ●

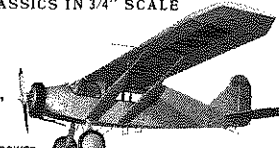
Hannan . . . Continued from page 34 NOTES FROM THE CLASSROOM

We have quite a number of school teachers in our ranks, some of whom have managed to stir their favorite hobby into their curriculum. L.B. Cotter, of Granada Hills, California, is more fortunate than most, in that he is an instructor of Aviation Literature, and thus needs no excuse to introduce model building and flying to his stu-

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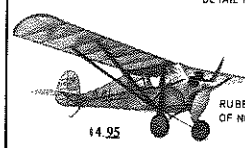


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dents. His class has received the benefits of guest speakers, such as Frank Zaic, field trips and contests, with the objective of receiving education in all phases of aviation. All has not been smooth sailing, however, and problems common to us all have been encountered. For example, the football players and school band members just couldn't quite see why they should have to share "their" athletic field with "toy airplane flyers." Cotter's creative solution? The Great Indoor Rubber Powered Stick Model Flying Contest!, which was conducted in the school auditorium. The response from the students has been most enthusiastic, and Cotter reports that model aircraft are the best "teaching tools" he has ever known, and points out that models formed his own introduction to a life-long interest in aviation.

THE INTERIOR BIT

With the ever-increasing accent on fidelity-to-scale, it might be well to re-examine every possible way of producing more realistic models. One of the more neglected areas is the pilot's com-