

17. Ted Dock says "slag" engines, like this Thor 29, run well if handled properly. Model is a Cleveland Viking.

1. Don Bekins (Sailplane/Hornet) 40:00
2. Ed Solenberger (Playboy Jr./McCoy 60) 38:07
3. Speed Hughes (Playboy/Spitfire) 31:13
4. Jim Kyncy (Playboy Jr./Hornet) 19:41
5. Jack Alten (Playboy Jr./McCoy 60) 19:37

#### ENGINE OF THE MONTH

This month's engine of the month was the last hurrah for Danner Bunch, as far as engine design and manufacture went. During the war, Danner had sold off all his engine rights and parts to various people.

During this time, Danner, like a lot of other engine designers, spent his time developing an engine that would be superior to all others. However, it was not until January 1947 that the first advertisements appeared for the Contestor. Bunch had found backers, Lucas & Smith, located then at 2636 Humbolt St., Los Angeles, CA, to produce his first post-war engine, the drum rotor version priced at \$28.50 for the D60R model.

Sales were not the most encouraging at this time. In the July 1947 issue, the L&S firm announced a new price of \$18.50 for the engine less coil and condenser. However, this was not in time, as the following issue, Ohlsson & Rice pulled the rug out from under

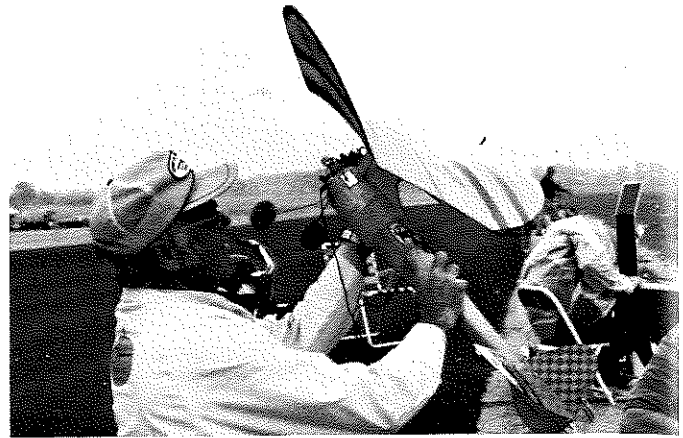
practically every engine manufacturer by reducing their Ohlsson 60 from \$18.50 to \$11.95. With Ohlsson's unimpeachable reputation for good engines, no manufacturer could compete with an excellent engine priced so low. Not only was the 60 size engine reduced in price, but also the entire line of Ohlssons. Many a manufacturer went under when faced with competition like that.

In a last ditch effort to regain the engine market, a variance of the Contestor was introduced, looking for all the world like a large size side port Bunch Tiger. There has been considerable speculation by the modelers who own these versions as to which runs the best. This writer regards the sideport as less troublesome and possibly easier starting.

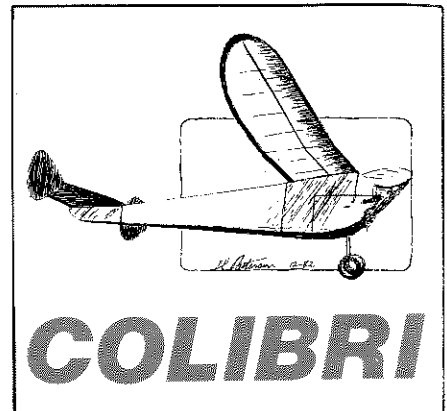
Regardless of the engines being offered in two versions at a reduced price, the O&R price change doomed all but the well heeled manufacturers. Companies like Duromatic (McCoy), K&B (Torpedo), Herkimer Tool (O.K.), etc. were able to continue and compete with the new prices.

The Contestor was actually a pretty

*Continued on page 85*



16. "Ole Yaller", Bill Hale, COFFC, tunes Ohlsson 23 in his Megow Ranger. Wright Patterson AFB Fall Contest.



#### OLD TIMER Model of the Month

Designed by: Louis Garani

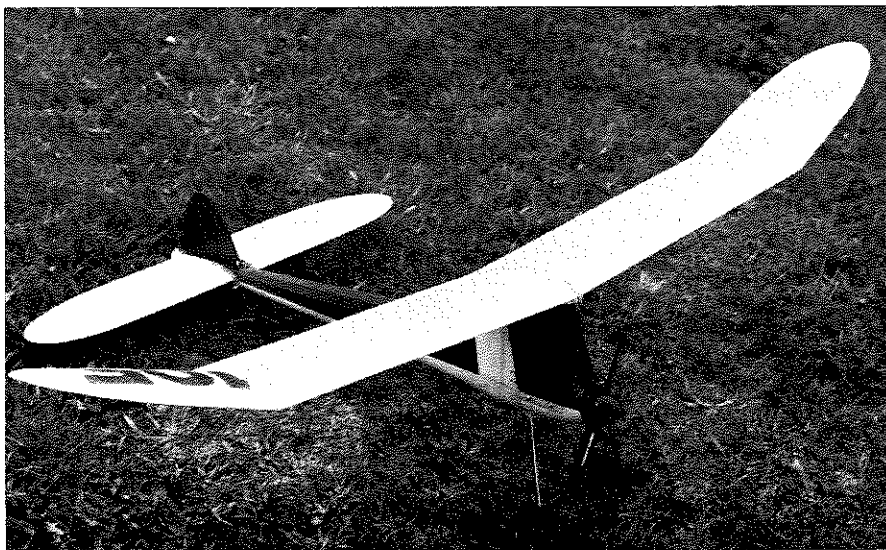
Drawn by: Al Patterson

Text by: Bill Northrop

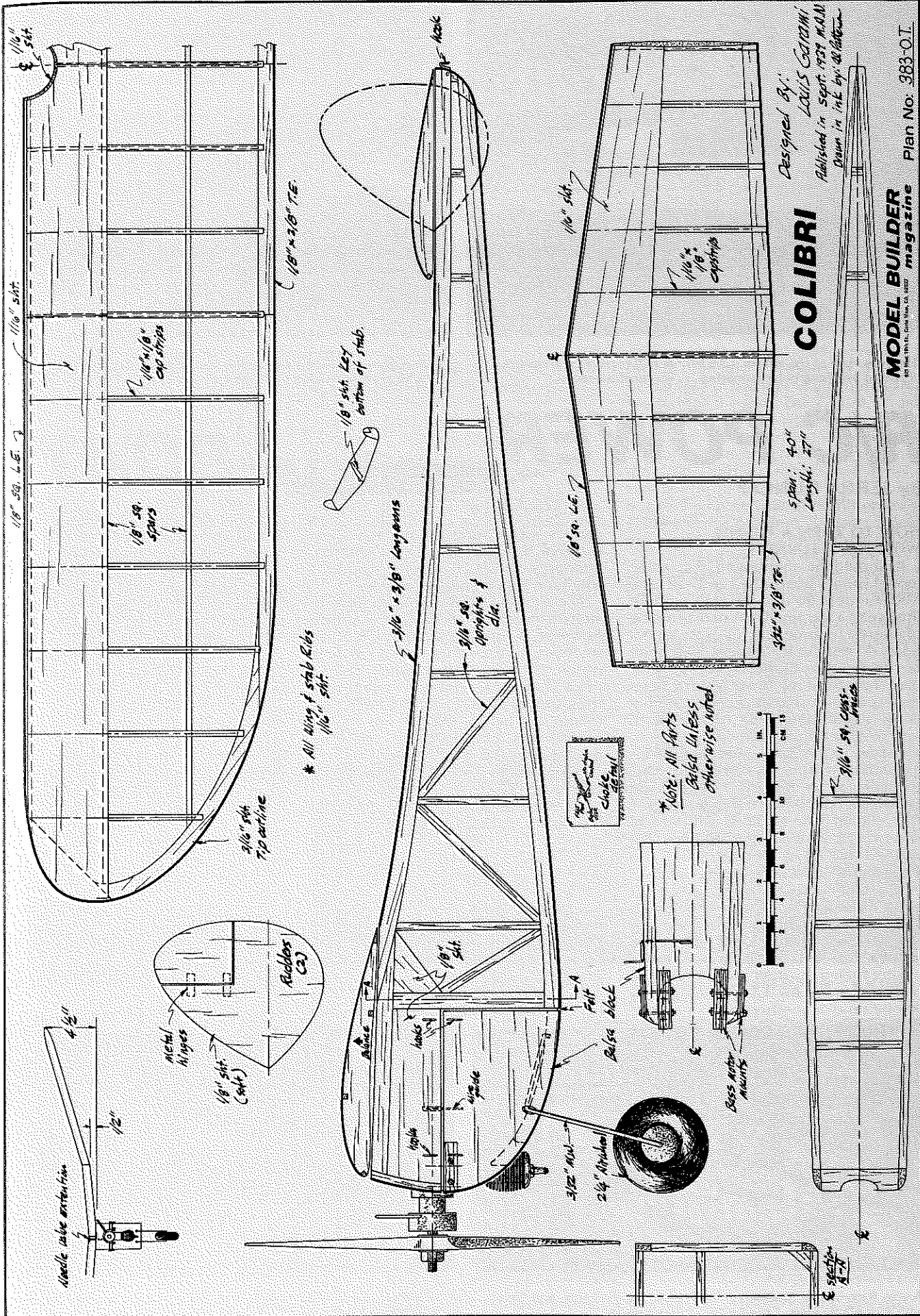
• Designed to make the most of the difficult Class A gas model rules for 1939 (a minimum wing area limit of 225 sq. in.), the Colibri was created by Louis Garani.

Published in the September 1939 issue of *Model Airplane News*, the plans must have frustrated most any modeler who tried to duplicate it. Top view of the fuselage shows parallel sides from the trailing edge of the wing on forward, yet a detail drawing of the removable "engine housing" shows a taper . . . dimensionless, of course. The thickness of the sheet balsa twin rudders is not given (scales to about 3/16), and they appear to be glued to the ends of the stab leading and trailing edges, yet the instructions say to "make sure that the end ribs are perpendicular." A 1-1/2-inch diameter semi-circle is out of the wing leading edge at the center and capped with vertical 1/16 sheet. We can only guess that it was done to clear the engine cylinder head, if you mounted it upright instead of inverted as shown on the plans.

Oh well, we've drawn it as close as possible to the original without making any basic design changes. It should turn into a very high performance Class A Old Timer free flight. Garani's designs have always flown well. •



15. Pretty, but rarely seen Ted Justice "Mousetrap" as recreated by Floyd Miller. O.S. 15 engine. Nostalgia Age design.



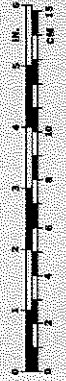
Designed By:  
LOUIS CORICAMI  
Published in SCOTT 1939 MODEL  
PLAN in 1942 by W. B. BROWN

# COLIBRI

Span: 40"  
Length: 27"

MODEL BUILDER  
magazine  
101 West 17th St., New York, N.Y. 10011

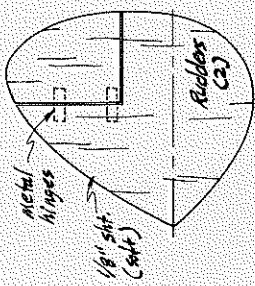
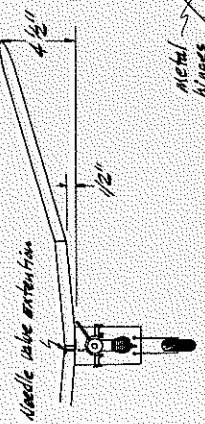
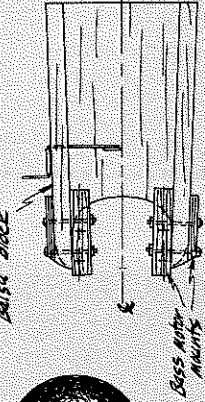
Plan No. 383-O.T.



Note: All Parts  
Balsa Unless  
Otherwise Noted.

Use  
the  
same  
size  
dental  
floss

1/16" sq. cross-section



\* All wing & stab ribs  
1/16" slit

3/16" x 3/8" Longeons  
3/16" sq. uprights & dia.



1/8" x 3/8" TE

1/8" sq. L.E.

1/16" slit

1/16" slit

1/8" slit

1/8" sq. strips

1/16" x 1/8" cap strips

3/16" sq. tip outline

hook

1/16" slit

1/8" sq. L.E.

1/16" x 1/8" cap strips

3/32" x 3/8" TE

1/16" sq. cross-section

SECTION A-A