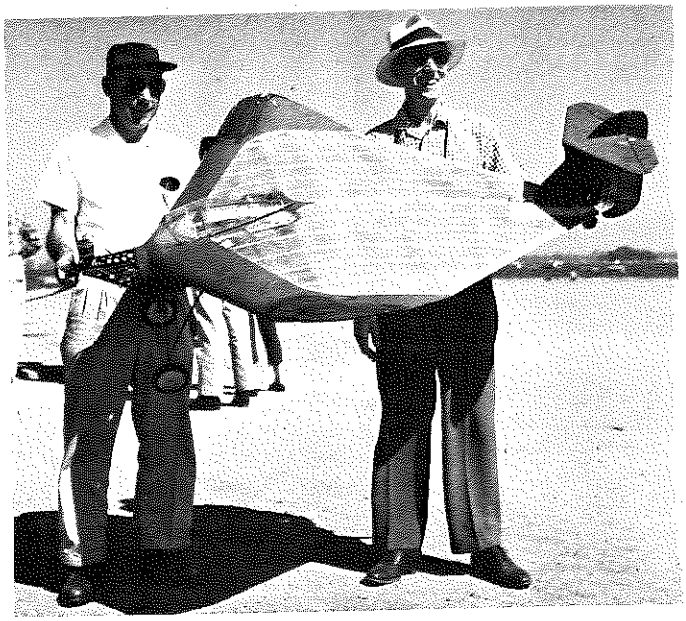
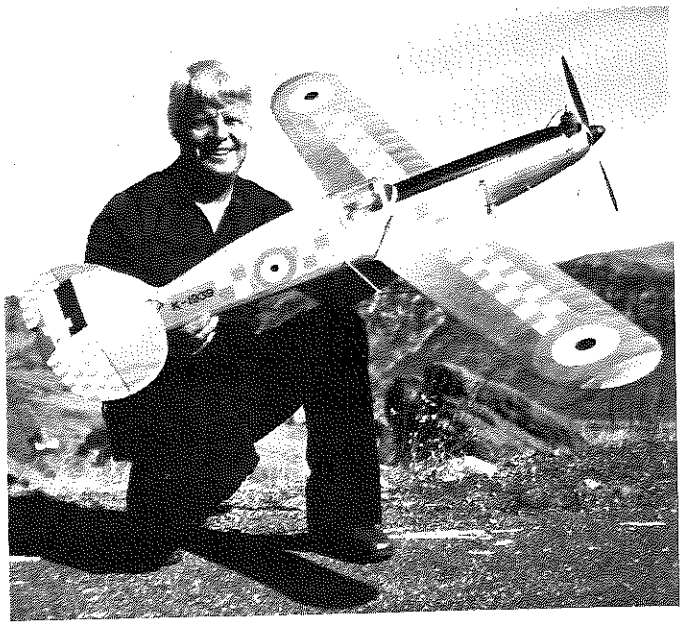


Good thing Thanksgiving is over; this ancient turkey might not have gotten away! An original design, circa 1940, by the Williams brothers, Larry (left) and Granger.



Rolf Norstog, of Lakewood, Colorado, sent in this photo of his Orwick "Speedcraft" low wing F/F ship, powered by a Herb Wahl Hurleman .48. Photo by Rolf's daughter, Tracey Jill.

2) Don Carll 6:80
3) Bill Squires 3:10

Field notes: Look out for the latticework that provides shade for the spectators. It cannot be knocked down. Kafer proved this by shredding his Flamingo through the slats. The .020 Replica event is a good one, but needs a shot in the arm badly. Dave Bruner is probably the most conversant with Rambler structures. He is rebuilding his for the third time!

ENGINE OF THE MONTH

This month's engine is a rare one indeed, the Batzloff racing engine, which highly resembles the Hassad, a very successful race car motor. Small wonder, as Bill Batzloff and Ira Hassad were fairly close buddies and ran race cars using Hassad engines before World War II.

Batzloff and Hassad first attracted national attention at the National Miniature Race Car Championships at Chicago on July 4, 1941. Hassad preferred to race on the rails, as his motor really turned on when coming out of the turns. This was due to the terrific amount of torque developed by the Hassad, as compared to the free-running Dooling and Hornet motors. The latter engines were virtually unbeatable on the cable lines, where drag was a low factor.

Although many felt Hassad had the best engine on the field, in one of his qualifying runs the high tension lead vibrated loose with two laps to go.

Surprisingly, the first four places went to the Los Angeles boys, with Kenny Clark leading the way with a Super Cyclone powered Rexner Zipper car. Disappointed Ira Hassad was second with his Richter car, using his unbeatable Hassad engine; his time of 70.80 mph barely losing to Clark's 71.03 mph. Interestingly enough, Bill Batzloff placed sixth with 67.16 mph.

Continued on page 99

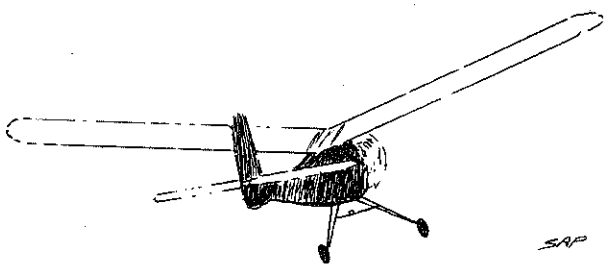
OLD TIMER Model of the Month

TLUSH "MITE"

Designed by: Francis Tlush

Drawn by: Al Patterson

Text by: Bill Northrop



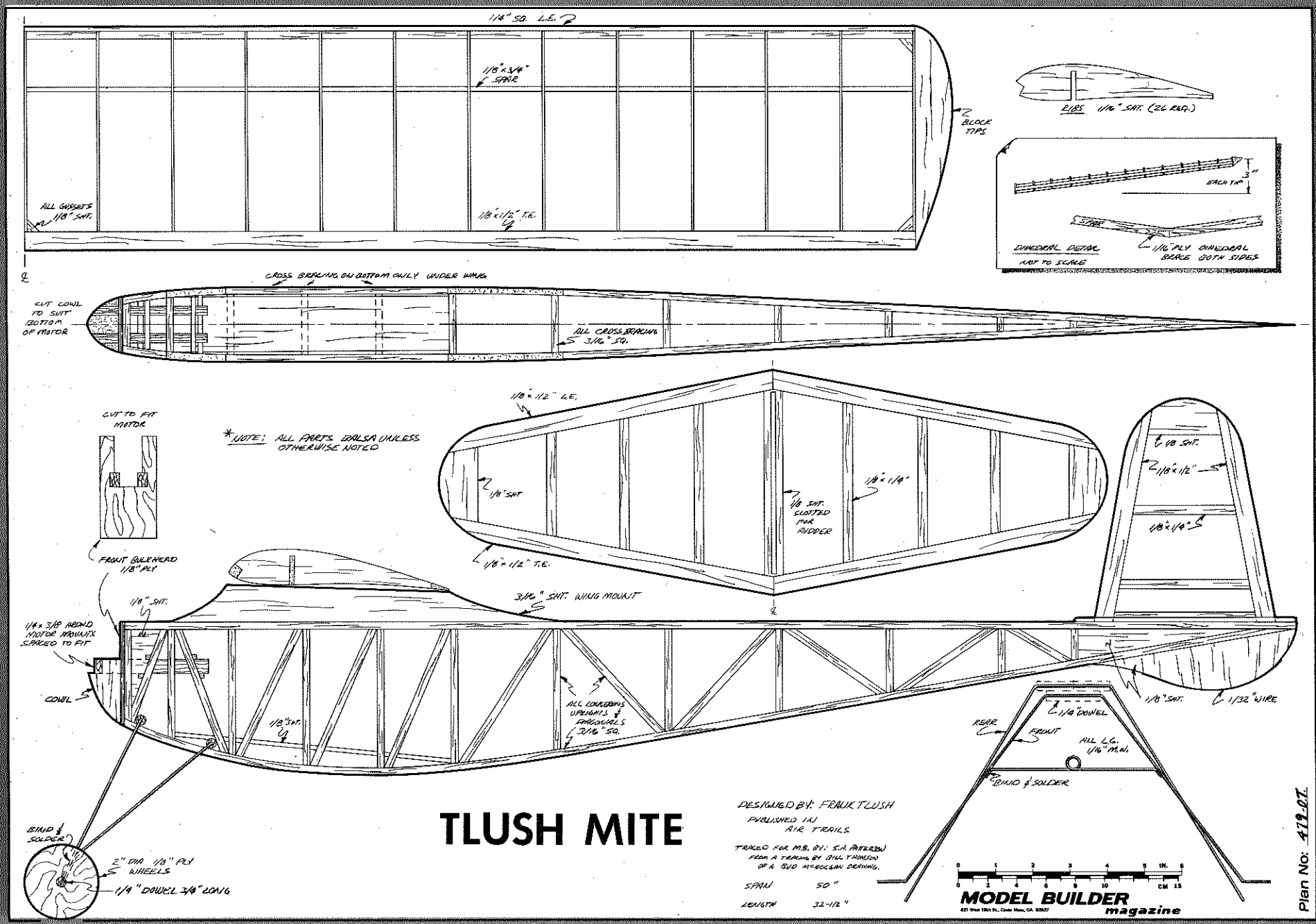
• The cover painting in the May 1938 issue of *Air Trails* shows a Lockheed Electra XC-35 in U.S. Army colors. The cover story, also by artist Frank Tinsley, tells of the experiments being conducted at Wright Field by the Air Corps, attempting to solve the problems related to flying passengers above 15,000 feet, in pressurized cabins . . . something we all simply take for granted these days.

Back in the model section of the magazine, we find plans and a construction article by Francis Tlush entitled, "The Midget-Powered Mite". Tucked in the pages with the article is a yellowed piece of paper containing a price list of the materials to build the model. The material, as we priced it out back in 1938, came to $1.69, without the Austin timer, which was an additional $1.25! According to the list, we must have covered the fuselage with blue bamboo paper, and the flying surfaces with yellow tissue.

Oh yes, we built the model, modified (don't we all?) the wing from V to polyhedral, and installed an Atom engine. Being our second ever gas model (first was Bassett's "Miss Philly" with Baby Cyclone), the Mite spent much of its air time in cautious test glides. The greatest were down the gradual slope on a part of the nearby University of Delaware campus. Powered flights were definitely of the sport variety, nothing sensational, but consistent and very stable. The Atom engine was a jewel. It started easily on the pen cell flight batteries . . . no boosters needed, and was easy to maintain. The retail price was $12.50, and the cash was accumulated from lawn mowing and caddying at the local golf course.

The Mite would make a nice same-scale model for 2-minute precision competition, and based on the 225 sq. in./.10 cu. in. displacement rule, it should really perform with an .09 engine, although a hot .049 would be adequate.

Wish we had a photo of our original so we could put in the polyhedral. . .



TLUSH MITE

DESIGNED BY: FRANK TLUSH
PUBLISHED IN AIR TRAILS

TRACED FOR M.B. BY: S.A. PATTERSON FROM A TRACING BY BILL THOMSON OF A OLD McGOCLAN DRAWING.

SPAN	50"
LENGTH	32-1/2"

MODEL BUILDER magazine
825 West 18th St., Costa Mesa, CA 92627

Plan No: 419-07