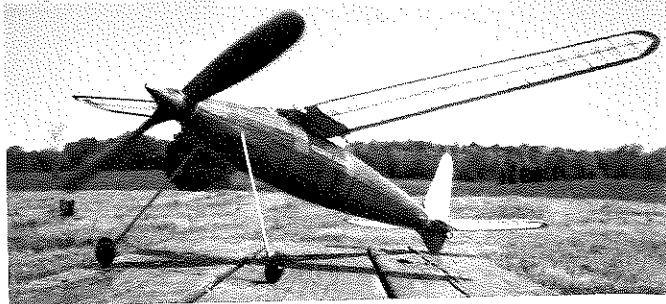
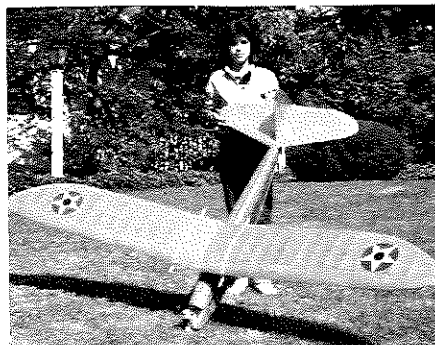


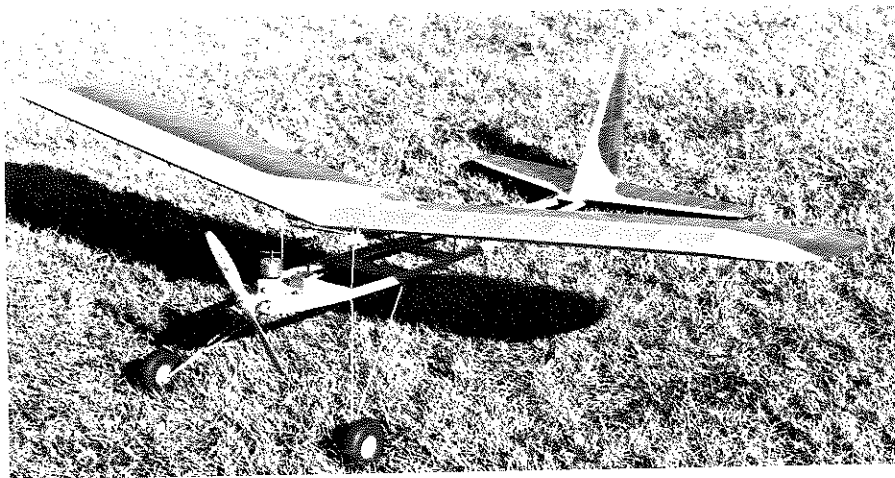
17. Eut Tileston's Joe Weathers "Westerner", O.S. 90 four cycle power. Has unique retractable R/C D.T.



16. Jerry Persh, Manassas, VA, built this "Flying Minutes" British design.



14. George Oswald's daughter, Denise, and his free flight MG-2.



15. Chuck Provance, Cheyenne, Wyoming, built this P.A.W. 2.46 diesel powered Flying Aces Stick Model.

al number generally on the side. The Kemp engines date back to 1947.

In 1948, after several successful diesel engines (the 4 c.c. and the Eagle MK I, 1cc diesel), a real miniature, the 0.2cc "K" Hawk was first produced in April 1948, a sideport featuring a metal tank and three webs on the crankcase journal. The engine we are featuring this month is the September 1948 version with a plastic tank and four webs on the shaft journal.

As O.F.W. (Pete) Fisher, Isle of Man, England, points out, the little Kemp Hawk 0.2cc is a much sought after engine. These little engines were never produced in great quantity, as a MK2 appeared shortly thereafter in 1949 employing a front rotary valve fuel induction. This, in turn, was changed to a Hawk Special wherein the downdraft air intake was moved to the bottom of the shaft housing and a large radial mount back plate provided, somewhat on the order of the very popular Atwood Wasp engines.

Finally, in 1949, we saw the last of the Kemp diesel engines, the Vulture "K" and the Kestrel 1.9. These did not enjoy any more success than his previous engines, hence in 1950, a glow plug version of the Falcon appeared, lacking in power and too late to capture any of the market. Thus, another manufacturer of miniature engines passed into limbo.

Before closing off, note should be made of the shutoff lever provided with this engine. Most early diesels, designed for competition, had similar type lever shutoffs operated by a pneumatic timer (before Tatone Tick-Off Timers).

#### 40 YEARS AGO, I WAS...

This time we really reach back into the early days with Photo No. 7, showing a Danner Bunch design built and flown by Louie Schock. This early shot, supplied by

the late Art Suhr, shows a large size Atwood engine. Note the plug in the side similar to his smaller Bullet and Hi-Speed engine designs.

According to reports in *Popular Aviation*, which also featured this model in 1934, the model was flown at the Old Miner Field. Flown first without the benefit of a shutoff timer or a limited amount of gas, Bunch and his gang were very lucky not to lose the model on a very successful flight.

Another old shot, Photo No. 8, is a pic of the gang at a flying session at Muroc Dry Lake. Talk about your fabulous lineup of famous people, look at this from left to

right: Jim Stevenson, Ira Hassad, Mel Anderson, and Bill Atwood. Look at those wire wheels on Hassad's Model A Ford and Anderson's Chevrolet! All four worked for Major Moseley at Grand Central, making Baby Cyclones. Jim Stevenson became a WWII Army Air Corps aviator and later a Captain with Eastern Air Lines. Ira Hassad and Bill Atwood have recently died, but Mel Anderson still keeps going at 80!

#### SPARK IGNITION

We have had many requests for how-to-

*Continued on page 80*

## CHAMPSHIP STICK MODEL

### OLD TIMER Model of the Month

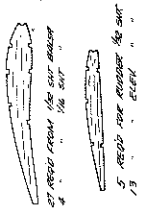
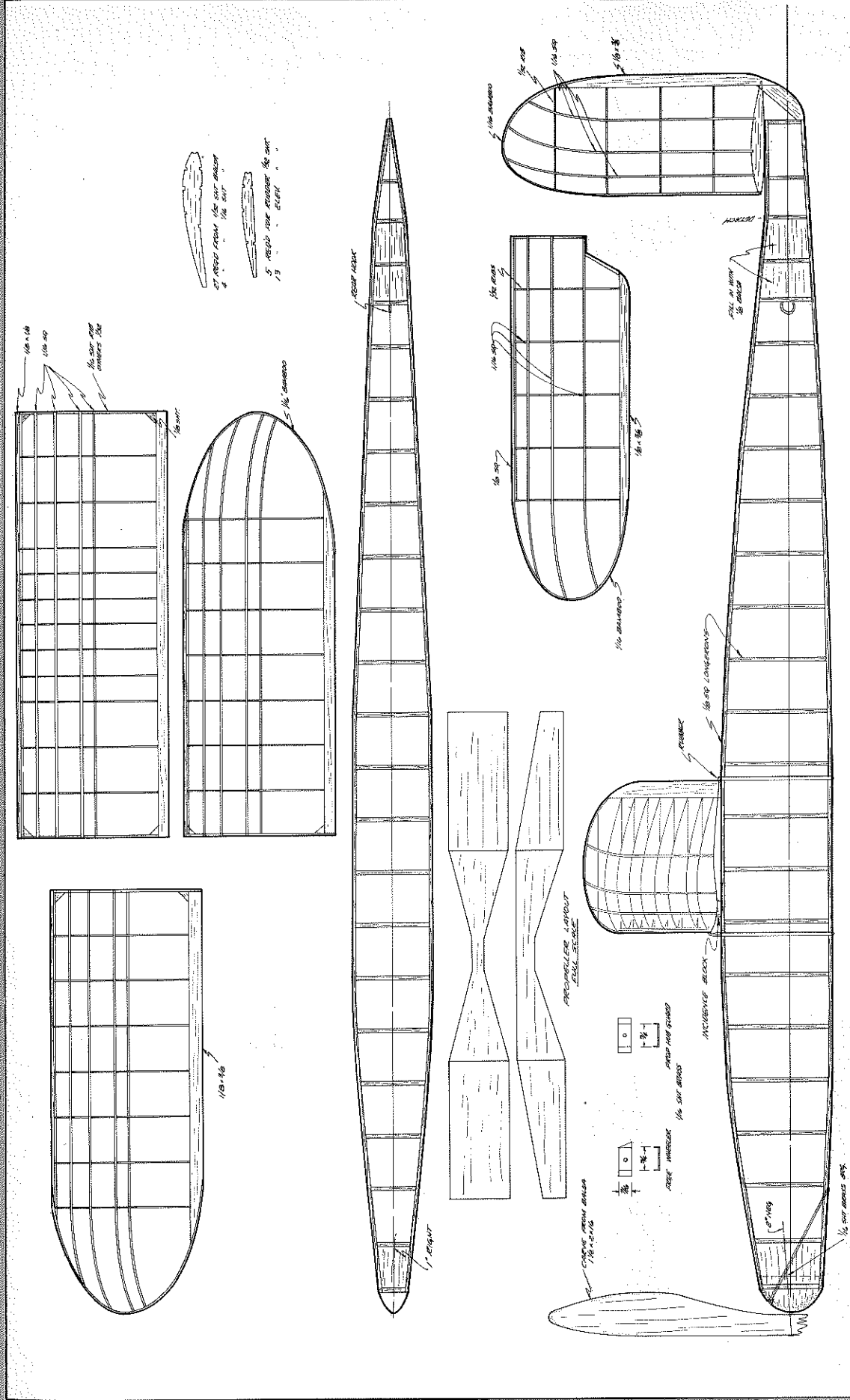
Designed by: Jerry Kolb  
 Drawn by: Al Novotnik  
 Text by: Bill Northrop

• Published in the September 1938 issue of *Air Trails*, this model bears many design features typical of the time period in the Cleveland, Ohio area, habitat of Richard Korda and Chester Lanzo. Designer of this stick model was Jerry Kolb, a close associate of these two famous model fliers, and one who could hold his own in competition with them. At the Akron Junior Aviator Contest in the late summer of 1937, Jerry flew this model to a winning time of 41 minutes, 15 seconds, out-of-sight.

Except for the bent bamboo wing and tail tips, construction today would be the

same as it was 48 years ago. Of course ... bamboo is still around... you just aren't apt to find it on the shelves of even the most complete hobby shops these days.

No balance point was specified in the construction article. Instructions suggested sliding the wing back or forward to obtain a satisfactory glide. Aside from the specified thrust offsets, the only other built-in trim was the rudder. Built using flat-bottomed stabilizer ribs, the flat side was on the right, inducing a right turn in power and glide. The original was powered with 18 strands of 1/4-inch brown rubber, 45 inches long.



JERRY KOLB - STICK MODEL  
 Designer by Jerry Kolb 1977

