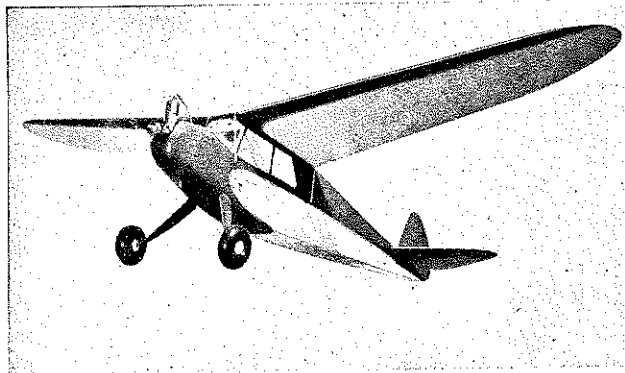


FULL SIZE PLANS AND STICK 'EM PATTERNS AVAILABLE — SEE PAGE 88



The MERCURY

Designed especially for you model builders who want a high performance contest gas model that will also be able to "take it," the SCIENTIFIC MERCURY more than meets all expectations. The pound thrust of the average $\frac{1}{2}$ H.P. engine exceeds the total weight of the ship and her flight characteristics make it possible for her to hang on her prop and climb straight up with no tendency to loop! A slow roll after the motor cuts brings her out on top as she starts her long flat glide to earth. The stress analyzed structure of this new model enables her to withstand excessive flight loads as well as those imposed by hard landings. A few of the many features to be found on the MERCURY are: staggered tail surfaces, as protection against spinning; a tapered wing for greater flying efficiency; and a reinforced front end for the nose.

of a successful gas model must be able to withstand not only severe motor vibration but also the impact of landing.

The full size illustrated plan of the MERCURY makes her easy to build too. What else could you ask for in a gas model? Wingspan 6 ft., Over-All length 52". Weight complete with motor and ignition units 234 lbs. The kit is complete with all necessary materials including a pair of $3\frac{1}{2}$ in. streamline balsa wheels and a full size plan with complete directions. Go to your dealer today to see this Scientifically designed airplane. **PHOENIX AT**

MERCURY DeLuxe—MERCURY DELUXE KIT . . . for a little more, SCIENTIFIC offers everything the same as above, plus the addition of yellow, blue and gold SCIENTIFIC dope and a pair of $3\frac{1}{2}$ " pneumatic rubber wheels (in place of balsa-wheels). A real big \$10.00 value for only.

\$4.95
Less
Motor

\$6.95
Less
Motor

SCIENTIFIC MERCURY

OLD TIMER Model of the Month

Designed by: Ben Shereshaw
Redrawn by: Phil Bernhardt
Text by: Bill Northrop

• The Mercury first appeared in Scientific Model Airplane Co. advertisements in mid-summer of 1939. Although he was never mentioned in the ads, Ben Shereshaw was the designer.

Typically Shereshaw in its clean, functional lines, it was unlike Shereshaw in its exceptionally easy construction. Most of his designs, such as the Custom Cavalier and the Nimbus, were nine and ten foot streamliners, and were also major building projects.

Close inspection of the incidence angles as shown on the original plans indicate a very small angular difference between wing and stab. However, the stab has a symmetrical section. Still, it is advisable to be very careful when installing the stab to avoid a 0-0 set-up. The climb would be great, but watch the transition!

The Mercury should make an excellent R/C design, and with the tail surface location, the installation could be well disguised. With a wing area of approximately 765 sq. in., the maximum glow engine size would be a .30.

MOTOR OF THE MONTH

In line with the policy of presenting an engine three-view each month (drawn by Tex Newman) no self respecting engine collector would be found dead without an Ohlsson Gold Seal. This excellent engine, despite its large production, it still regarded as a rare engine.

In sketching a little history, it must be recalled that winning the California State Fair meet was regarded as the big contest in the West. Fortunes were made from engines that won the prestigious gas event. Bill Atwood won in 1935, and the Baby Cyclone was successfully launched. But that's another story we will feature next month.

Winning the California State Fair Gas Event eluded Irwin Ohlsson until 1937. When he finally won first place, he was awarded the Gold Seal, indicating first place. From this, the engine inherited its name, Ohlsson Gold Seal. The rest is history. Success after success followed Ohlsson and Rice until they were the largest engine manufacturer in the game. With the advent of the glow plug, the partnership was terminated and another great company faded from the scene.

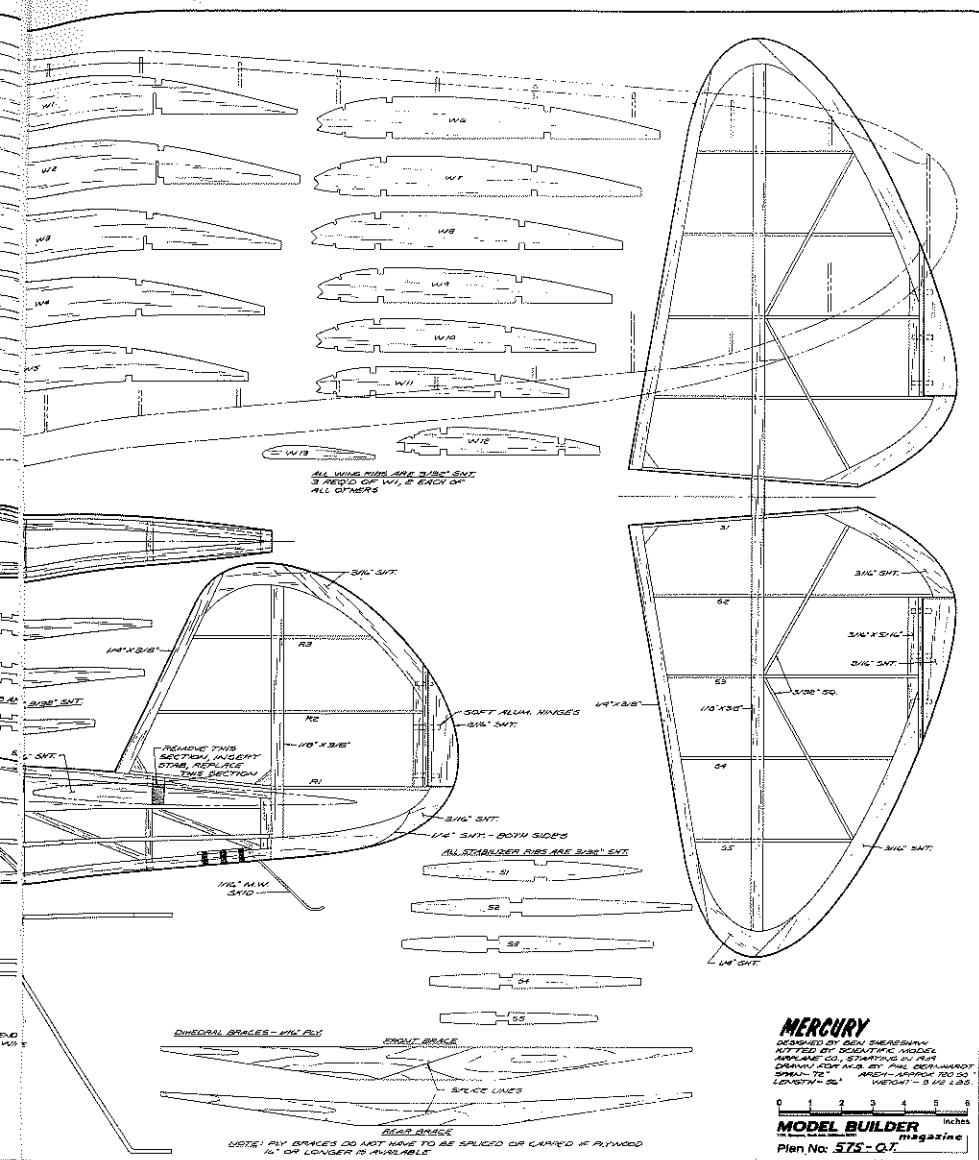
CONTESTS

What, already? Yep, in California you can fly year 'round. Three small meets have been held consisting of two in Southern California . . . Scamps Kick-off and Thermal Thumbers O/T Wakefield . . . and the Northern Calif. AMPS.

Biggest competition developing is in .020 Replica. The boys are getting so good that if you drop one max flight in six, you have had it! Maybe if it were restricted to the first three flights there might be more droouts?

The Wakefield boys are putting up such good times. This event is appealing to the modern rubber power modeler. Used to be a time when it was cheaper to fly rubber, but with the price of a

Continued on page 82



1. Flights may be made anytime during the Nats week before the O/T Reunion Banquet.

2. Engines will be limited to 150 psi working pressure (CO₂ engines not allowed).

3. Three officials, each flight limited to three minutes.

4. An attempt is any flight under 20 seconds (unless declared official by contestant).

5. All flights must rise-off-ground (R.O.G.).

6. Helium will not be permitted in tank.

7. All models will be processed and timed under the direction of Tim Banaszak.

8. Entry fee will be \$1.50 (to help defray trophy costs).

Tim further states that if time permits, he will fly demonstration flights at the Denver SAM Champs.



Bob Shafer, Spokane, Washington, built this Brown powered Miss Philadelphia . . . 8-1/2 feet of majestic nostalgia . . . MB editor's first gas model . . . sigh . . .