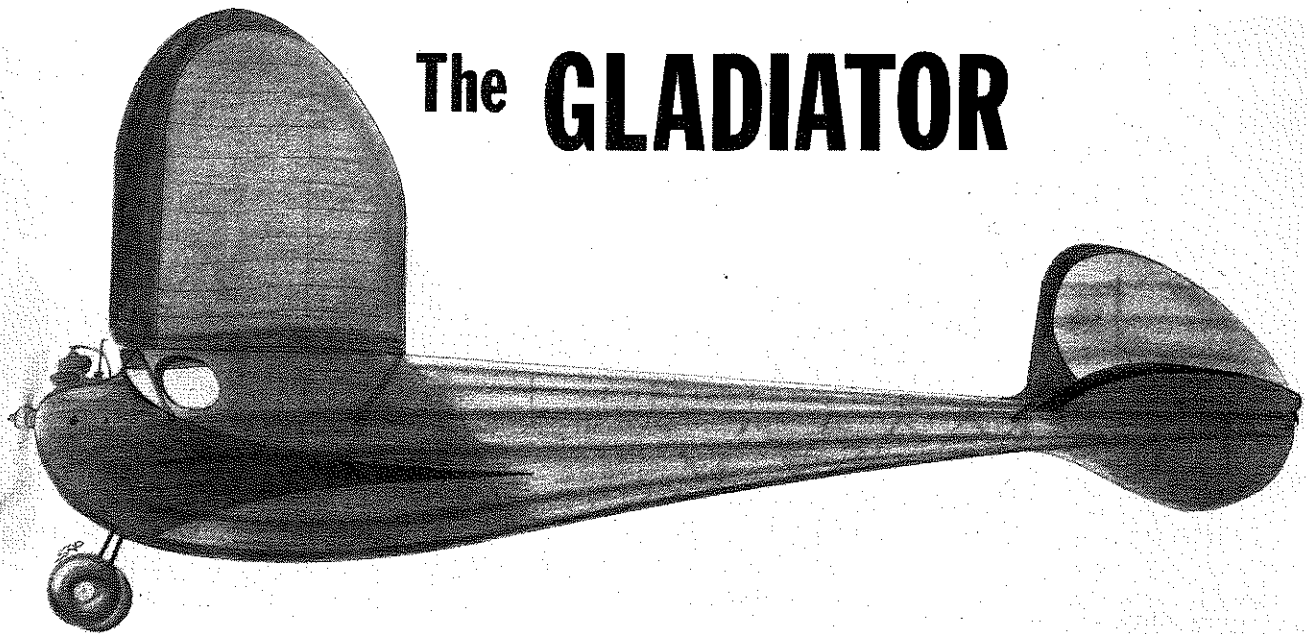


The GLADIATOR



OLD TIMER Model of the Month

Designed by: Maurice Schoenbrun

Drawn by: Al Patterson

Text by: Bill Northrop

• One of the great mysteries to us in the last few years of Old Timer competition is the complete disregard for this classic C Gas design, originally published in the March, 1941 issue of Air Trails. With the exception of Hal Cover's Gladiator, which we last saw a couple of years ago at Taft, there just don't seem to be any of them around.

With almost six square feet of wing area, the airfoil was kept thin to reduce drag and aid the climb. The extremely

long tail moment, while affecting the climb only slightly, provides control during the power-on portion of the flight, and guarantees a flat, time-consuming glide. Obtaining a balance point 40% of chord aft of the wing's leading edge can be a bit difficult with the long tail moment, but moving it back necessitates positive incidence in the stab, and that louses up the power pattern. The original ships were trimmed for a right glide turn with rudder deflection, and a left power turn with a small amount of left thrust. To control the left turn under power, a 1/4 inch of wash-in is called for in the left wing panel.

For those interested in adding radio control (who's kidding who with this radio assist stuff?), the two-wheel gear,

coupled with that long tail moment, makes for excellent ground handling. Although the low-profile rudder would seem to be blanked by the large stab, a similar situation has never bothered rudder control on the Powerhouse, a very popular old-timer for radio control.

Incidentally, for those who are seriously considering building the Gladiator, **Model Builder** is reactivating the "Stick 'em Patterns", which provides you with a complete set of the pressure-sensitive patterns for all of the sheet-wood parts, and that means every rib, even though many are alike. A set for the Gladiator costs \$4.75. See Workbench this month for more details, and page 104 for a complete listing of "Stick 'ems."

enough, the gas tank was made of Dural 17ST, threaded to the intake tube. This made for easy removal of the tank for cleaning and/or refill (no Gits filler cap).

The Trojan Jr. came ready to run, mounted on a hardwood block with coil, condenser, and hardwood propeller, ready to run for the princely sum of \$18.50. Although Trojan motors were

quite popular in the Los Angeles area, they are quite difficult to find now. The writer often wonders how many of these motors are still in someones attic

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Ed Solenberger, Sam 27, with his scaled up, nine foot Advanced Challenger. Great flier with K&B .40.



Beautiful Tom Laurie Experimental, with Baby Cyclone, built by Jim Adams. Converted to radio. It's very smooth. We've flown it.