

model Pop had built in the meantime (See *Model Airplane News*, October 1938, Picture No. 3 of "Gas Lines"). Pop was to take the models to Detroit in his Pierce Arrow while Winnie waited at the shop in K.C. for the mailman to bring his newly-ordered Forster .99. The Forster people had promised immediate delivery and true to their word, the engine arrived well in time before the flight scheduled for Detroit.

Upon meeting Pop at Detroit and getting set up at the local motel, they proceeded to mount the new engine. At 4:30 a.m. the installation was complete and there was nothing to do but to run it. And run it they did!

Everyone at the motel started raising all sorts of complaints for noise at this ungodly time of the morning. The motel manager (who was quite sympathetic to modelers) said, "These boys come up every year. So if you don't like the noise, you can go somewhere else and I'll return your money." Can you imagine this happening in this day and age?

Out on the field that day, the Big Gull checked out beautifully with the Forster .99. The first flight was official! However, it took over two hours to find the model, finally running into two boys who had found it in a wheat field. Feeling extremely fortunate to have recovered the model, Winnie refused to fly it in the windy afternoon, fearing that he would lose it for good. Actually, the one flight was good for seventh place. So, to pass the time, they flew Pop Schreiber's small Gull. Performance was rather disappointing, as the Elf Corncob engine simply didn't develop enough power to fly the model adequately. To the best of Bryan's knowledge, the model was never flown again, being hung up in Pop's K.C. Hobby Store.

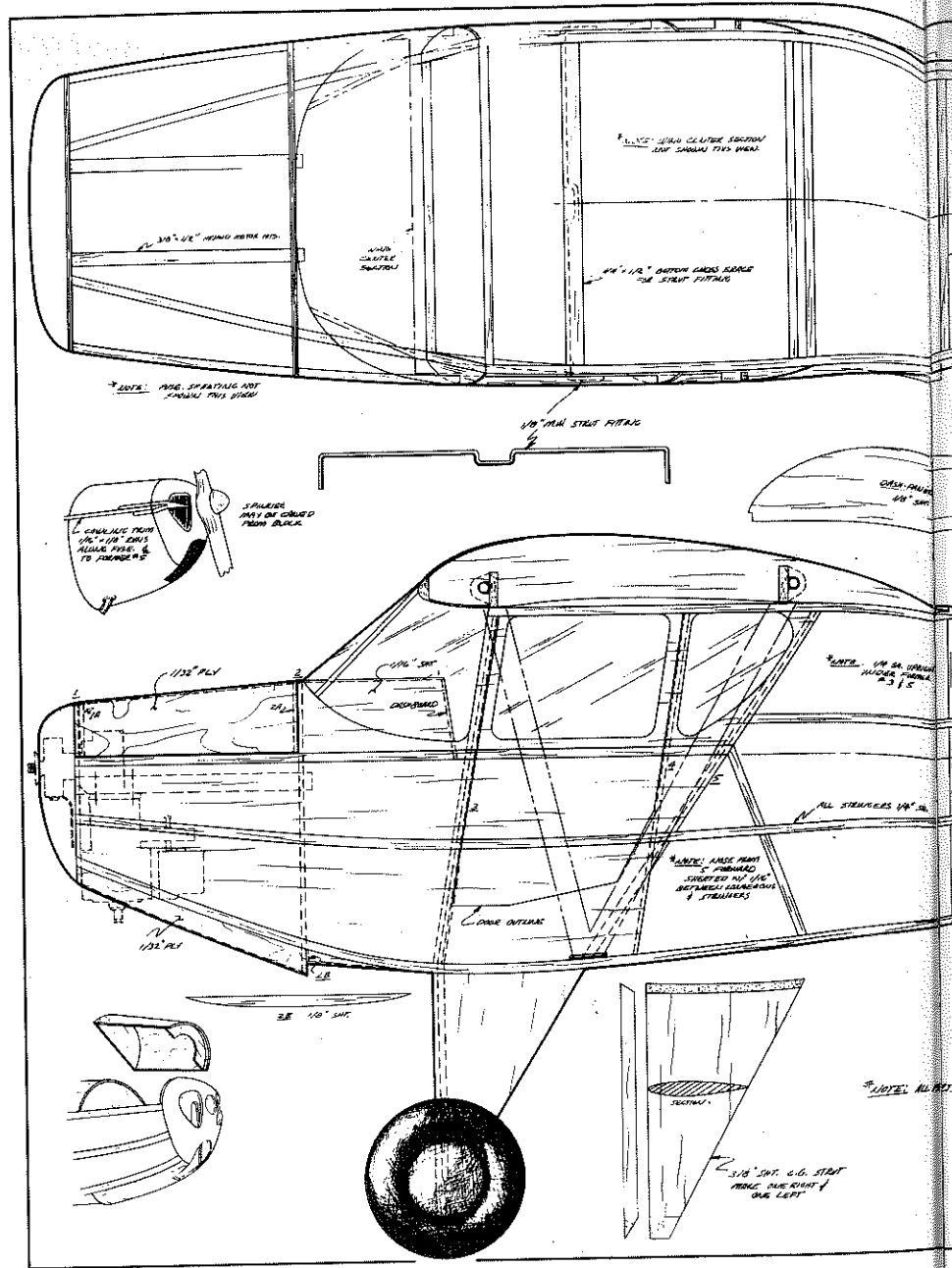
The Big Gull was not flown again until 1940 at Topeka, Kansas. On the first attempt, the engine quit on the climb and dove under the bumper of a car, shearing off the spark plug and bending the top fin of the Forster .99 (Bryan still has the Forster with the nicked fin).

About an hour or so later, they had replaced the plug and were ready to attempt another flight. Alas! Someone had monkeyed with the clockwork adjustment on the stabilizer. The model went straight up, and then straight down! The fuselage practically exploded! A sad ending.

Winnie did rebuild the model, making a whole new fuselage, but never completed the covering. This is as far as the restoration got until one day, thirty years later, Pop Schreiber gave Bryan Wheeler the entire framework with the priceless Forster .99. As Bryan said, "Wow!!"

To wrap up this story, Bryan Wheeler undertook to make complete construction drawings of the Big Gull, based on the original model and construction notes left by Winnie. This is how the Big Gull plans became available for all modelers. It truly is a beautiful project.

For those who would like to get a good action shot of the model, see the September 1938 issue of *Model Airplane*



News, where a beautiful overhead shot was used for the caption of the "Passing of the Nationals."

Those interested in details on the Big Gull can write Bryan Wheeler at 7604 Appleton, Raytown, Missouri 64138. A.I.R. MEET

The A.I.R. Meet (Antique Indoor Replica), as proposed by Ken Johnson, came off in great style at the Paul Revere Junior High School in Brentwood, California. Put on by the Flightmasters West (a schism of the Flightmasters), the meet enjoyed fifteen contestants, with thirteen official entries in Cabin and five in Stick.

The event calls for the use of pre-WW-II rubber designs scaled to 20-inch wingspan or smaller. In some respects, this indoor O.T. meet was somewhat like a flying scale contest, as bonus points were awarded for coloration and marking. These points were added to the best flight time to determine final winning

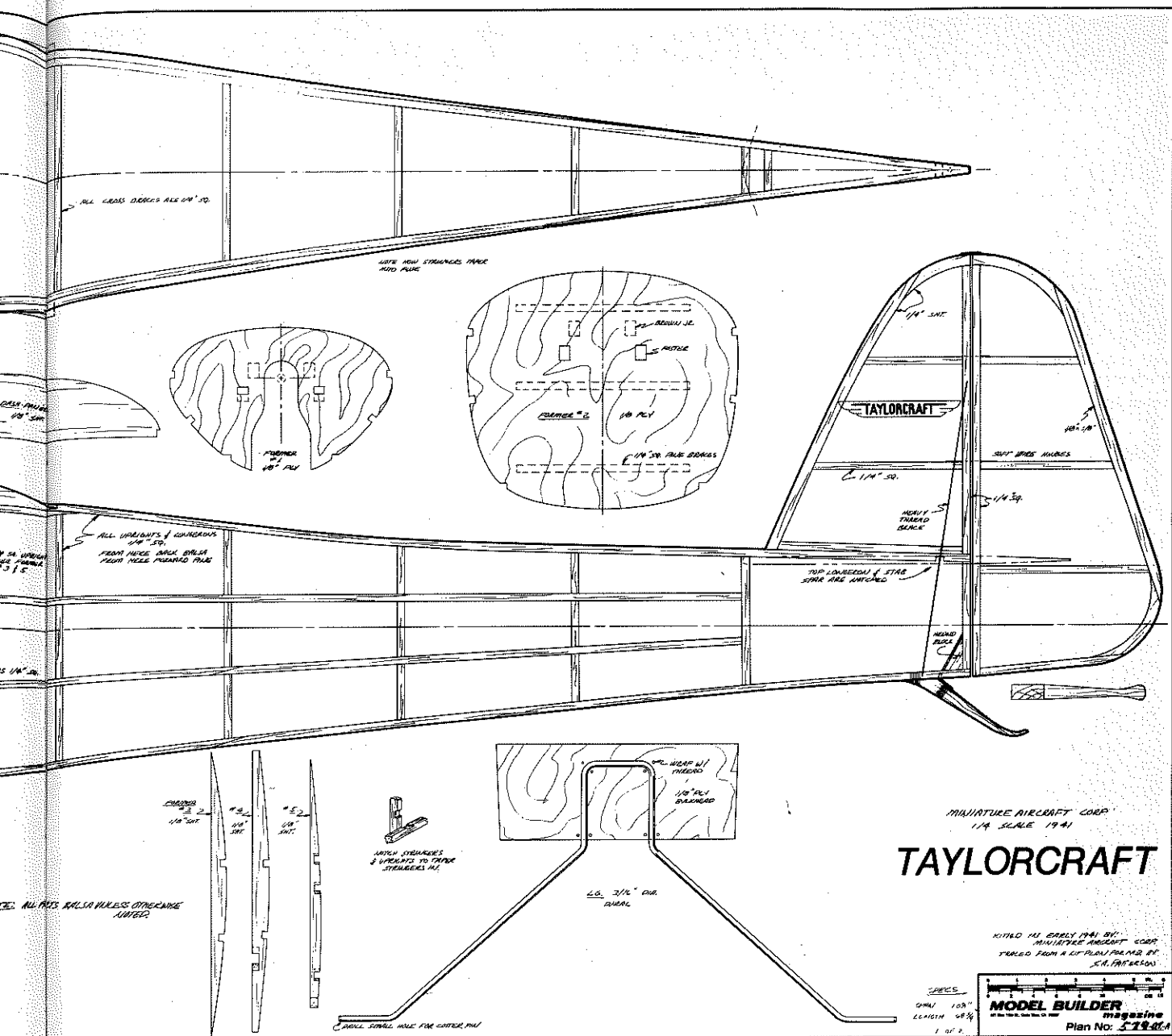
places.

As George James, Flightmasters President, reports, "To see the old models transformed into gently floating indoor models was indeed a gracious testimony to the original designers." If you don't think the Flightmasters had fun, take a gander at the list of contestants and the models they flew:

CABIN

- 1) Ken Johnson (Sparky) 1:55
- 2) Walt Mooney (Pacific Ace) 1:42
- 3) George James (Victory) 1:30
- 4) Dick Baxter (Ideal Taube) 1:17
- 5) Tom Comparet (Sparky) 1:03
- 6) Mike Mulligan (Cessna) 1:02
- 7) Curtiss Mooney (Pacific Ace) .. 0:59
- 8) George James (Red Zephyr) ... 0:55
- 9) Lonnie Cope (Victory) 0:43
- 10) Joe Bailey (Victory) 0:37
- 11) Marlon Albert (Triangle) 0:34
- 12) Chuck Conover

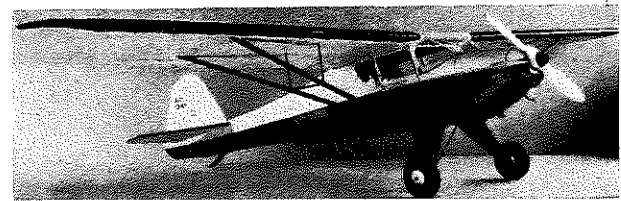
Continued on page 101



FULL SIZE PLANS AVAILABLE - SEE PAGE 110

MINIATURE AIRCRAFT CORP.
1/4 SCALE 1941
TAYLORCRAFT
KITTED IN EARLY 1941 BY
MINIATURE AIRCRAFT CORP.
TRACED FROM A KIT PLAN DRAWN BY
S.H. PATTERSON
SCALE 1/4" = 1"
LENGTH 9 3/4"
1 OF 2
MODEL BUILDER
MAGAZINE
Plan No. 519-01A

MINIATURE AIRCRAFT CORP.
9ft TAYLORCRAFT



OLD TIMER Model of the Month
Designed by: Unknown
Drawn by: Al Patterson
Text by: Phil Bernhardt

• Every modeler knows that "Quarter Scale" is the big thing (no pun intended) in R/C now, but actually, there's nothing new about 1/4-scale models themselves, either R/C or F/F. At least one of these biggies, the model presented here, was designed and kitted as far back as the early 1940's: Miniature Aircraft Corpo-

ration's 1/4-scale, 9-foot Taylorcraft. According to John Pond, this is the same design (albeit with some structural changes) that was later kitted for R/C by Vic's Custom Models.

Going through the boss's collection of old model mags, the earliest ad we could find for this model appeared in the April 1941 issue of *Model Airplane News*, which puts it out of the running as far as the Texaco and Fuel Allotment Antique events are concerned, as it's not old enough. Old Timer Scale is about the only F/F event the T-Craft could really

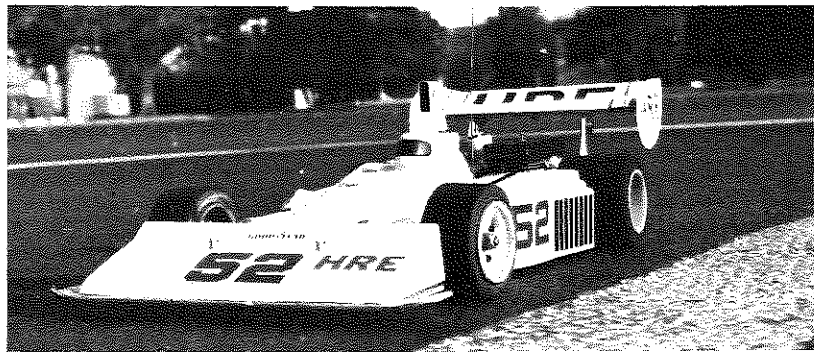
excel in, but not many O.T. contest fliers are willing to shell out the bucks necessary to build a model this size for a two-to-three-times-a-year event. However, if you're one of those free fliers who says to heck with contests and *truly* flies for fun, you'll have a ball with this big, realistic performer.

According to the original ad, the model weighs 3-3/4 lbs. without engine, which would probably jump to about 5 lbs. ready to go. With an effective wing

Continued on page 104

HRE INC.

1/8 - SCALE R/C CAR KITS
AND COMPONENTS



HRE chassis kits are aerospace quality with aluminum parts anodized. They also have: **ALUMINUM FRONT AXLE**, **DISC BRAKES** for consistent braking, **AERODYNAMIC WING** for lowest drag, **BALL or ROLLER BEARING CLUTCH** for trouble-free operation, **NYLON SPOKED WHEELS** for appearance and life, **POWER ADJUSTABLE REAR END**, an HRE exclusive.

M chassis kits for K&B 3.5cc engine have an 8mm **TITANIUM REAR AXLE**; more strength, less weight.

Other HRE exclusives are: **AIR PUMP FLYWHEELS**, **FRONT** and **REAR ROLL SUSPENSION** kits, **TECH MEMOS**.

SEND 20¢ (stamps OK) FOR BROCHURE

HRE, 18276 Foxglove Way, Irvine, California 92715

fornia, who pretty well summarizes what the newcomer to SAM sees. (You would be surprised what the average SAM member takes for granted now!)

"Mr. Pond: First off, belated congratulations on your new office as president. You will do a superb job. Seems like a busy person is always able to do something extra.

"Am just a recent SAM member (No. 1813). The heart and soul is a modeler; just didn't belong to a club that would have me as a member.

"SAM has the right idea that flying should be fun. When our society has the idea that old is bad, this is bad. *Old is experience*. Many new achievements can be laid to your interests, such as the newer radios that are almost immune to spark interference, and the new shielded ignition systems that improve running qualities of old engines and add to the fun of flying.

"Reproductions of ignition engines (not to mention all the conversions) and new engines are now available. Although timer points were always a bearcat to produce and set, Otto Bernhard and you have conquered that problem.

"Am just getting back to models in a small way. Had a stroke, so radio brings them back (what marvelous therapy!). To those watching TV while they cut out parts on the arm of your wife's favorite chair, the solution is to procure "magic" cutting mats generally found at most printing supply houses. Razor cuts just

disappear from the surface. No lumps or bumps. It's great!

"Even though I'm only a slightly active participant, I look forward to more fun. As a matter of fact, I look forward to any fun in this modeling game.

"To wrap it up, I was proud when my wife called me a 'model' husband . . . until I looked it up in the dictionary to find model is defined as a small imitation of the real thing!"

Remember, gang, FUN is the word. Without it, we don't have a darn thing!●

Taylorcraft . . . Continued from page 45

area of just under 1500 sq. in., this translates to a wing loading of about 8 oz./sq. ft., which is a good weight to shoot for.

Quarter Scale R/C enthusiasts are probably already taking a close look at the plans. About the only modification necessary would be to beef up the structure and make provision for the control surfaces. Probably the best thing to do would be to get a hold of a proven design such as a Bud Nosen Piper Cub or Aeronca Champ kit and study the construction, then use the same basic construction methods on the T-Craft. A ready-to-fly weight of about 10 lbs. and a .60 size engine should be just right. (By the way, if anyone knows the name, and something about the designer of this model, please contact us. We'd like to give him proper credit.) ●

Counter Continued from page 10

Hot Stripe comes in blue, yellow, red, gold, black, and white. Each roll is 40 feet long and is available in 1/16, 3/32, 1/8, and 1/4-inch widths, at \$1.98, \$2.69, \$2.69, and \$3.69 respectively. From Top Flite, 1901 N. Narragansett Ave., Chicago, IL 60639.

Yet another goodie for model boaters is being released by Prather Products: an epoxy-fiberglass radio box. This well-designed unit fits the Prather 40-inch Deep Vee (which was described here last month) as well as other boats. The box features epoxy-fiberglass construction and includes two tinted lexan covers held on by no less than 38 socket-head screws (should only take half an hour or so to get the covers off!), plywood bulkhead, pine rails, and aluminum nut plates. The box is designed with a low profile receiver area for tuned pipe clearance.

All in all, the Prather waterproof radio box looks like a good way to avoid this dull but necessary construction job when building a boat. The box is Cat. No. 8100 and sells for \$16.95. At your dealer or direct from Prather Products, 1660 Ravenna Ave., Wilmington, CA 90744.

Something new in the way of electronic gadgetry has just been introduced by Curt Sidles, of C. Sidles Co. Called the "Sono Beacon," this lightweight little unit plugs into an unused channel on your receiver (or can be paralleled with a servo) and lets out a loud, high-pitched squeal when the transmitter signal is lost. The Sono Beacon can be used for a variety of purposes, such as confirming that the frequency is clear before turning on your transmitter, reminding you to turn off the receiver after a flight, and performing an audible range-test. Also, if you fly out in the sticks, you can locate a lost or out-of-sight model just by turning off the transmitter and listening for the noise.

Curt was kind enough to send a Sono Beacon to us to test, and sure enough, it did just what the man said it would do. I wouldn't have believed that such a little gizmo could make such a racket. The unit can be loosely wrapped in foam rubber and stuffed just about anywhere in your model, but Curt says that for the best sound conduction, the Sono Beacon should be securely fastened to a bulkhead or other solid part of the model (two self-tapping screws are provided for this).

The Sono Beacon weighs about a half ounce and is not very big, as the photo shows. It is available with either Kraft or Futaba connectors, but by installing the proper connectors yourself, the unit can be adapted to any positive-pulse system, such as Cannon, MRC, Cirrus, RS, Sanwa, etc. Current drain is less than 5 ma at idle and less than 25 ma when activated, which is negligible. Besides,