

19. A neat looking Henry Cole "Stratosphere" built by Jerry Persh, of Virginia. A good flier.



18. First W. German SAM meeting in 1984. Models appear to be all of German design.

two bottom spars made itself evident by folding the wing in loops or very steep banks. To overcome this, most modelers added a compression spar on the top. Many competitors have voiced the opinion this acts as a turbulator spar, but regardless, if you want the wing to hold up, a top spar(s) must be added.

This was rectified somewhat in the follow-on Clipper design which this writer has designated the MK-II. Here the slab sided fuselage has been reduced and side stringers added. As can be seen in Photo No. 5, polyhedral has also been added. Most surprising, the MK-II does not seem to perform as well as the MKI slab sider. The model built by that outstanding modeler, Danny Lutz, had no excuses for not outperforming all other Clipper designs. Sad to say, Danny's days of flying are pretty well shot now, as an automobile accident has relegated him to permanent possession of a wheel chair. Rats!

In talks with Joe Wagner, the dean of engine collectors, Joe stated that Comet had considered a MK-III Comet Clipper with lifting tail. However, the tremendous popularity of the Zipper required that all production efforts be directed to the model most in demand.

We are not going to trace the development of the Zipper, as this was well documented by Bob Larsh in a MAN article (before R/C), however, we would like to feature Photo No. 6, showing the standard Zipper as manufactured by Comet Model Airplane Co.

This particular model, seen at a local NCCFC meet in the Sacramento area, is the product of Brad Allen, SAM 21 member. For the benefit of the collectors, forget the Brown "Little Dynamite"; Bob Bowen rescued this one for the engine collectors.

A word about the Zipper. This was the model that made an instant champion of any modeler. The Zipper was so reliable, it could be flown with most any type of engine. This author has seen them overpowered with Ohlsson 60 engines. Goldberg admits to seeing one with a Foster 99 in it! A true complement to the stability of the Zipper!

Of course, there were all sorts of off-

shoots tried by Goldberg. One of the many is the prototype Mercury (my appellation) as built by Bob Bissett of Baltimore. As seen in Photo No. 7, one can easily see the original Gas Bird wing on this prototype. Eventually this design evolved into the Comet Mercury, another good flying design that was overshadowed by the Zipper.

With the Comet Model Airplane Co. riding so high in popularity with its line of Goldberg designs, it was a natural to come out with a reduced version of the

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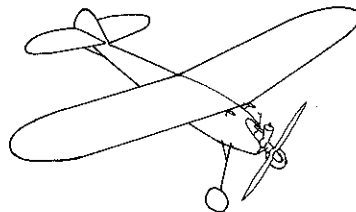


17. A Rushmore GB-3, British Wakefield, won for Hakansson at Swedish O.T. Nats.

(B.S.) PRIVATEER

OLD TIMER Model of the Month

Designed by: Ben Shereshaw
 Drawn by: Al Novotnik
 Text by: Bill Northrop



In spite of what you may be thinking, the "B.S. Privateer" stands for *Ben Shereshaw Privateer*. And the reason for that title was the realization that we already have an O.T. Privateer!

After sending Al Novotnik the material from the September 1939 issue of *Air Trails*, to make the full-size plans, something kept bugging me about the model's name. It sounded familiar...like we had done it before. With an O.T. in nearly every issue, the thought of mistakenly repeating a presentation kept coming to mind. As it turned out, I was partially right, and luckily, partly wrong. The Privateer was published...in March, 1979...but it happened to be Thracy Petrides' big seven-foot cabin job!

Typical of many Shereshaw streamliners, the fuselage of the B.S.P. was originally built "in the air" by somehow attaching first the side longerons and then the top and bottom longerons to the bulkheads... all the while keeping everything in perfect

alignment! We'd strongly advise going to a crutch-type construction, i.e., build a single frame over the top view, of slightly larger wood sizes, then slip in the bulkheads and finally, add the top and bottom longerons. The forward fuselage is planked with soft 3/32 strips, which, when sanded smooth, will blend in with the rear stringers which protrude 1/16 from the bulkheads. Though shown solid, photos indicate the bulkheads were cored out to about 3/8-1/2-inch wide.

Stab and rudder layouts invite R/C conversion. Double spars and straight taper ribs make the job easy. You might want to widen the 'V' in the elevators to allow more rudder movement, depending on your flying habits.

The 44-inch span model, with just over 300 squares, may be flown with Class A or B engines, and with so much scaling up of OT designs going on, we wouldn't be surprised to see some double-size B.S. Privateers this summer. •

