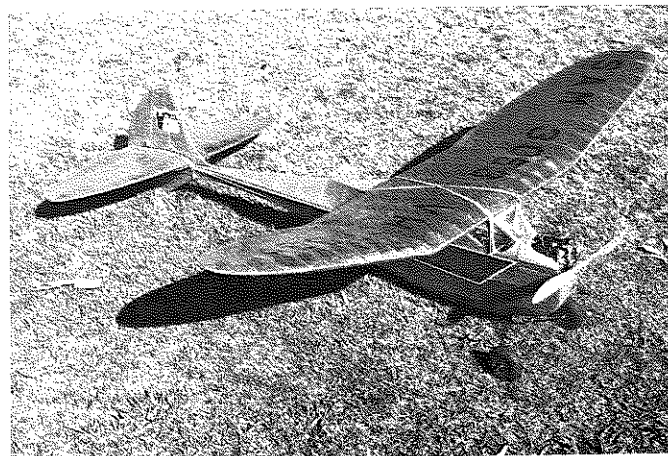


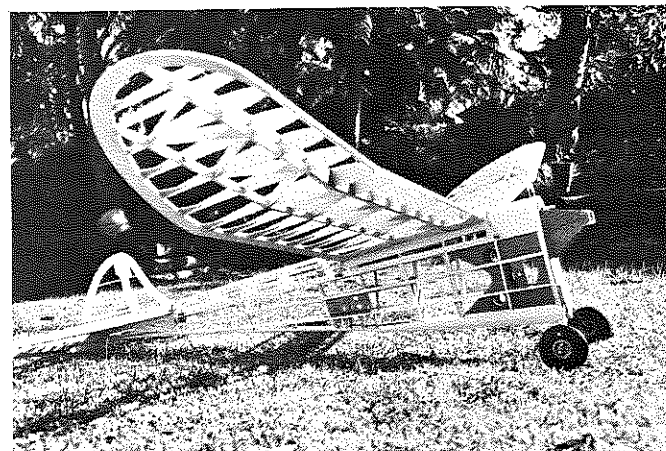
13. An interesting glider design by Sigurd Isacson in 1946, here recreated by Karl-Johan Eiroff. Seen at the Swedish Nationals.



14. Australian Tom Prosser with ignition O.S. 60 four-cycle-powered Cumulus. A real competitor!



15. Australian Newsletter editor Bruce Abell sends this shot of his good-flying Rocketeer.



16. John Quigley, SAM VP in Australia, produced this Sunduster for their Duration Event.

about with. I'm all for the quiet life these days!

"The very first run shook me up. The 23 was swinging one of those new FROG vari-pitch propellers, the one with plastic blades in some kind of diecast hub which allowed the pitch to be monkeyed with on the ground.

"The glow plug was installed, the prop given a vigorous flick, then a most satisfying roar. In less time than it takes to tell about it, the prop gave up the ghost with one blade buried three of its four inches in the ground... a ground that was like rock from a really bad drought. Nobody cared to discuss it!

"The Spearhead was my first model obtained through a friend of mine living in Greenville, Ohio. The kit, wrapped in brown paper, was delivered by the postman who slid the kit through our letter box *completely unharmed!* The kit, not the letter box, dummy! Just incredible!

"This Spearhead was flown at the British Nationals, 1946, I think. Anyone with *Aeromodellers* of this year will find a photo of my Spearhead ambling overhead with all honorable scars visible. It was raining cats and dogs, and the model was wonderfully under-powered by a 1.3 Mills. I loved her dearly and she was the inspiration for a whole gaggle of 'near-Spearheads' in the club known as Blackheath MFC and Essex

Power.

"I can still remember overhearing at the first nationals, a remark by the older member of the club which really squashed me. I was 17 then and very impressionable to the remark, 'Of course, Lowe, here, is the club hope in power, that is if he ever builds any-

thing worthwhile.' Oh well, that was pothunter mentality speaking, but the dismay I felt is still fresh in my mind! The chap who spoke held a few British records so I felt that what he said was important. Now I

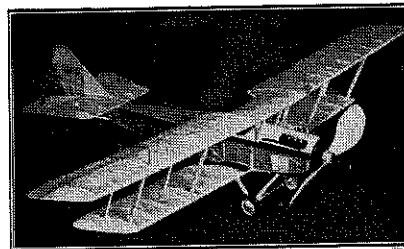
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Old Timer of the Month

Henry Struck's JENNY

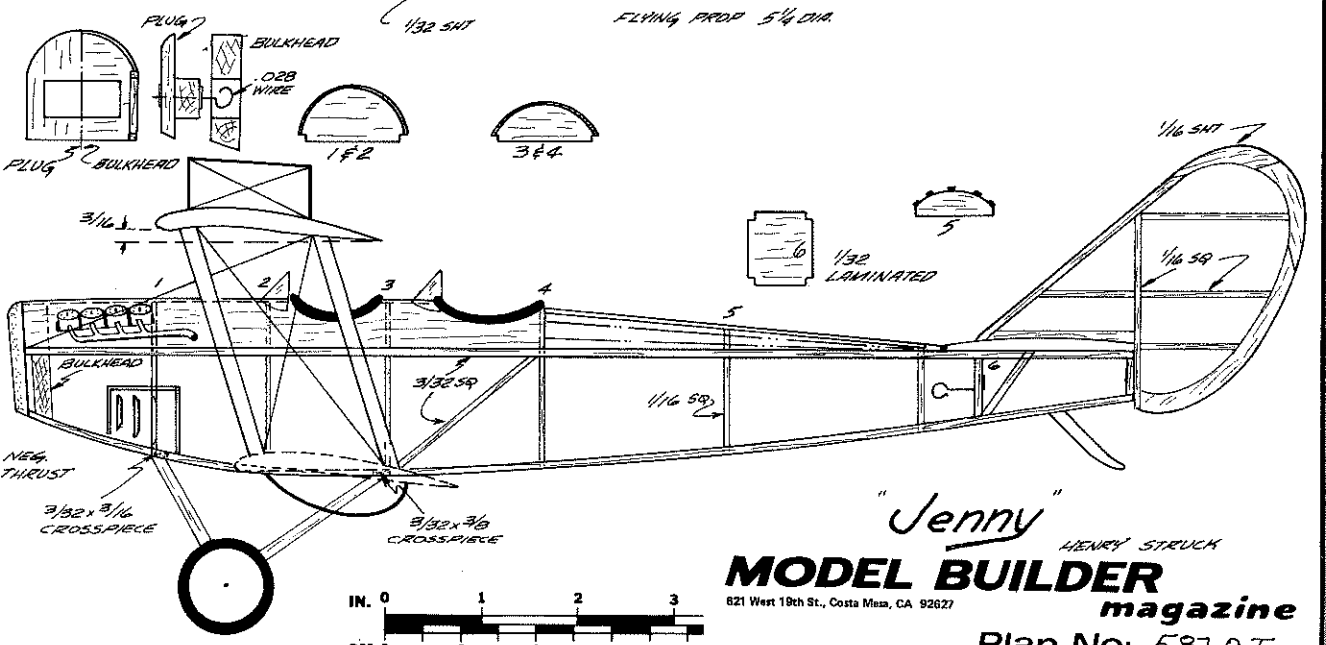
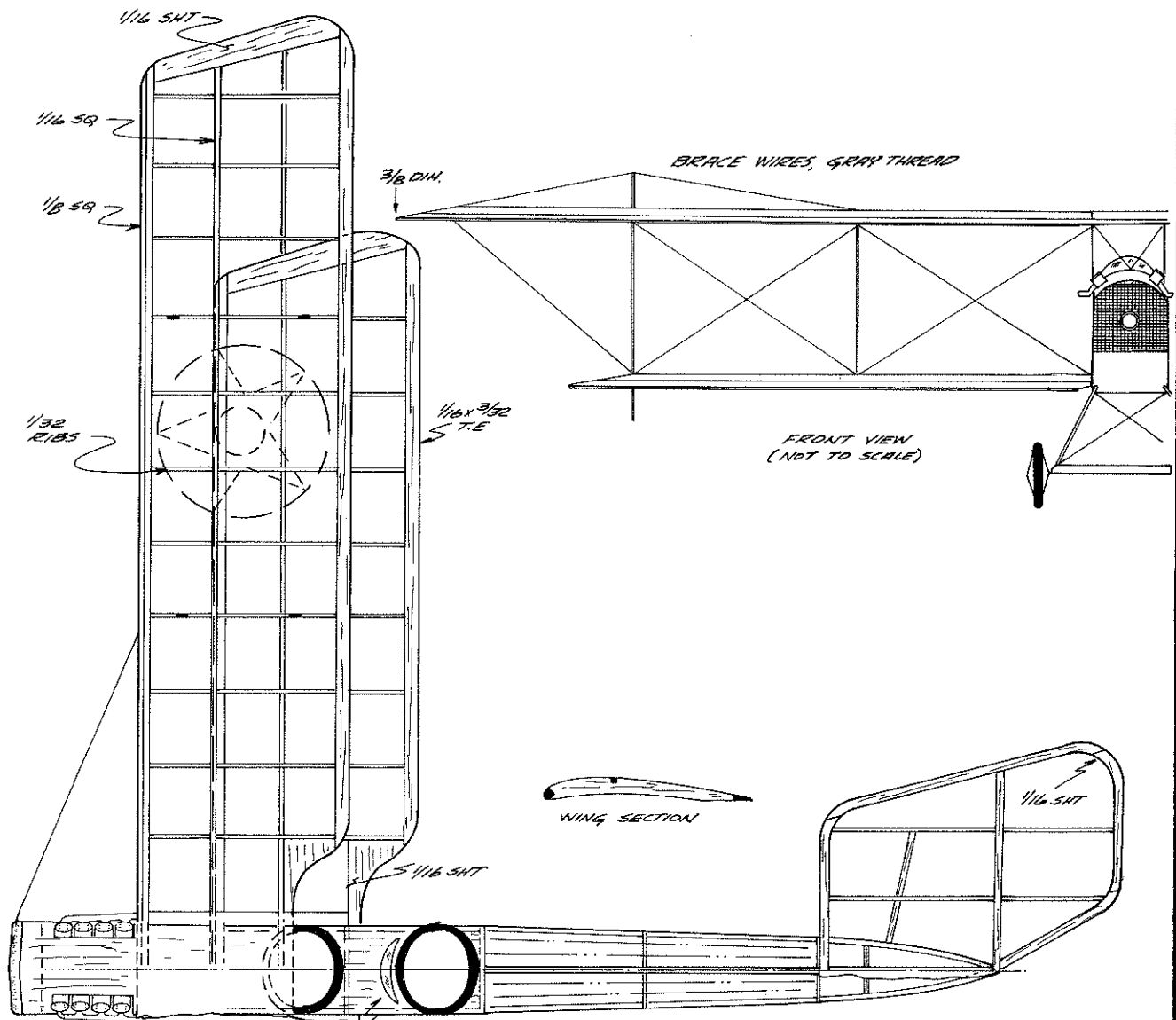
Design by: Henry Struck

Text by: Richard Dowdy



- The prolific Henry Struck is responsible for this delightful version of the Curtiss Jenny, the most popular and widely used practical plane of its time. It was used to train our aviators for WWI, and, at the war's conclusion, these planes saw much use as the vehicle for the barnstormers' exploits. This plan, from the June 1938 issue of *Flying Aces*, will give you a good-flying model; by eliminating a few of the wing ribs you can gain a weight advantage that should aid its flying ability. Power recommen-

dations from Mr. Struck were for four to six strands of 1/8-inch rubber, depending upon the model's flying weight. His advice on coloring was for khaki if you wished to duplicate the Army trainer and white or silver for the barnstormer version. Proper dihedral for the upper wing requires that you crack the wing and raise each tip 3/8-inch on each side. This simple plan should produce for you a satisfying flying model of one of our country's most famous aircraft. •



"Jenny" HENRY STRUCK
MODEL BUILDER magazine
 621 West 19th St., Costa Mesa, CA 92627
 Plan No: 581 O.T.

