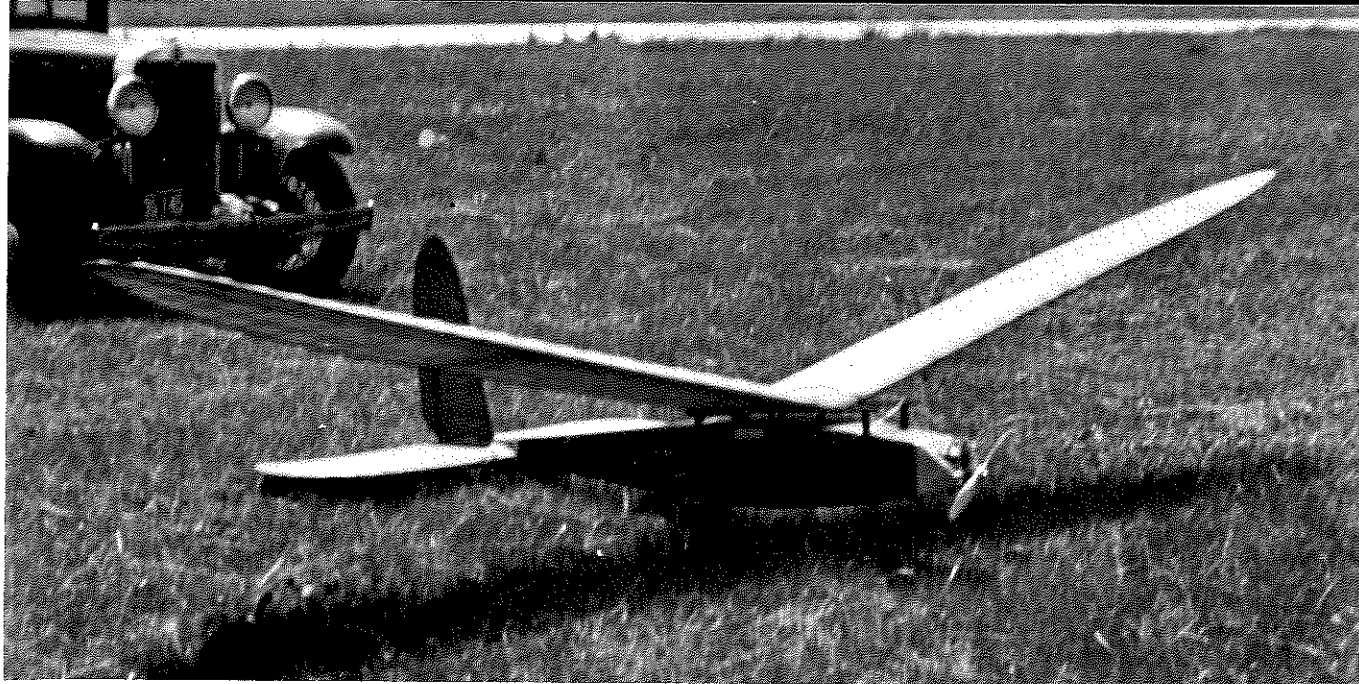
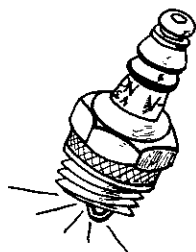


MODEL BUILDER / magazine
 Plan No. 673-07A
 THE ALBATROSS
 CURS C. P. LON MODEL DESIGN
 PUBLISHED IN MODEL AIR TRAILS
 9/1981/3
 SHEET 1 OF 2

FULL SIZE PLANS AVAILABLE — SEE PAGE 64



Vernon Boehle (pronounced "Bailey") entered this 15 foot span, Baby Cyclone powered model in the Texaco event at the 1936 Nationals.



PLUG SPARKS

By JACK TRANSUE

ORIGINAL TEXACO PHOTOS
BY TOM LAURIE

● Take a ten foot span Nimbus, a few ounces of fuel, and a thirty minute chase, roll them together and what have you got? The Texaco Event . . .

This is one of the oldest, and truly the most beautiful of the Old Time events. On April 1, 1973, we traveled to Taft California to participate in the SCAMPS (Southern California Antique Model Plane Society) annual Texaco and Old Ruler contest. This year, the Texaco

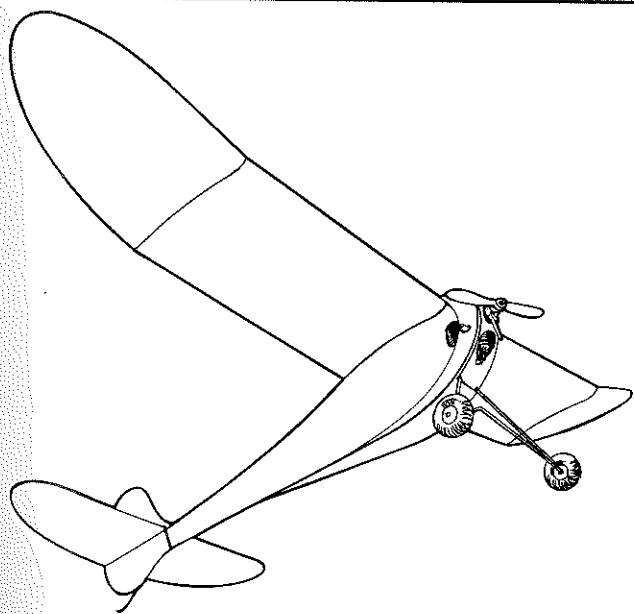
event was held from dawn until 10:00 AM and was called the Dawn Patrol. For those who may never have heard of the Texaco Trophy, we asked Sal Taibi for a brief history of the event from its beginning up to the present time.

"This contest was originally sponsored by Texaco, the company that refines and sells gasoline under the trade name of Texaco. The event was run as part of

the 1935, 1936, and 1937 Nationals.

"The models that had been entered were weighed, and a fuel mix of gas and oil was allotted according to the total weight of the model at the rate of ¼ ounce of fuel for each pound of model weight. A seven pound model would receive 1¾ ounce of fuel. Many modelers leaded their models so they could get the maximum fuel allotment of 1¾ ounce.

"Engine runs varied according to power

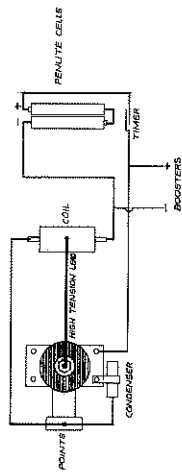


O.T. MODEL of the MONTH — The ALBATROSS, designed by George Reich

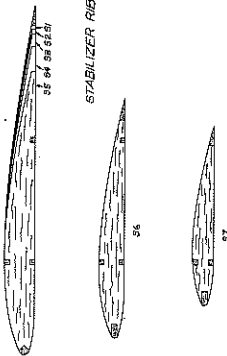
The Albatross was originally published in AIR TRAILS magazine . . . April 1941 issue. George Reich may be better known for his designs and accomplishments in Wakefield, but in our estimation, this is one of the most beautifully proportioned gas models of all time.

The original Albatross used a DennyMite engine (ignition, of course). However, it was suggested by the designer that the lifting stab thickness be increased to about 13/16" if a more powerful engine, such as an Ohlsson 60, is used. (George felt that a lifting tail of proper thickness would eliminate the need for downthrust.)

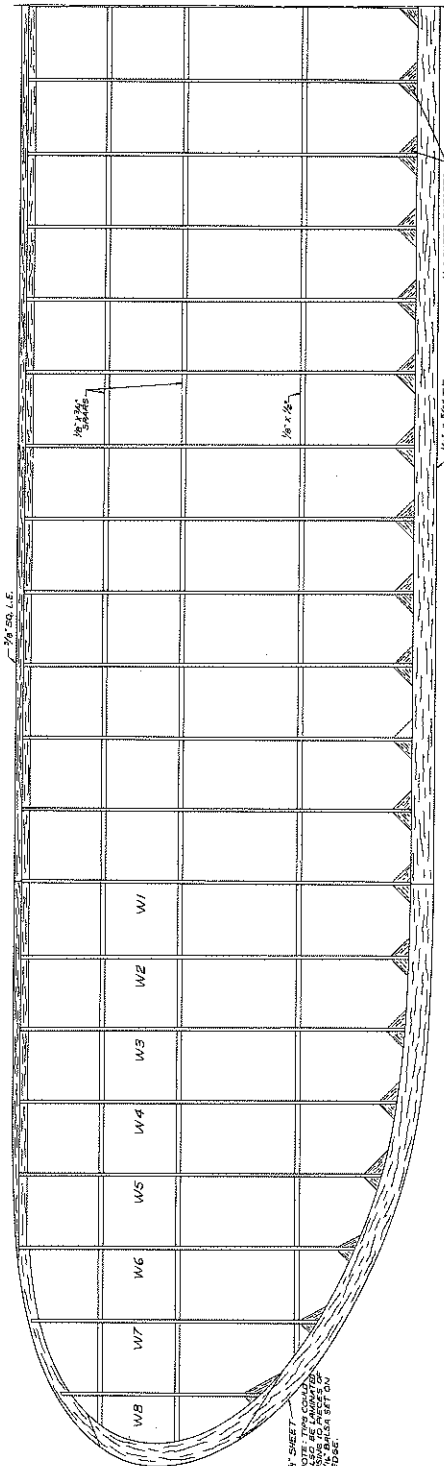
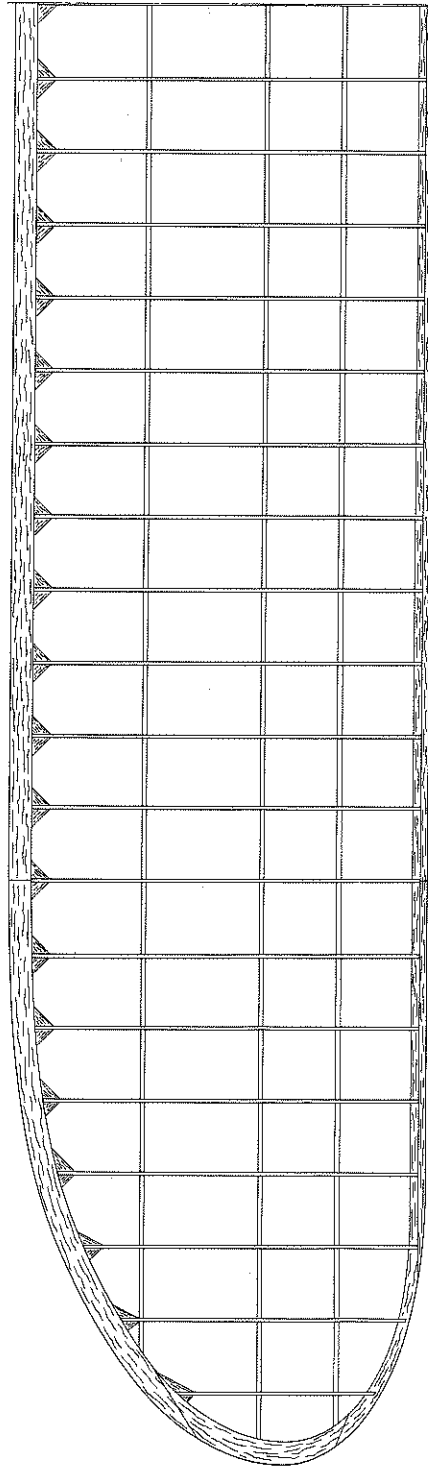
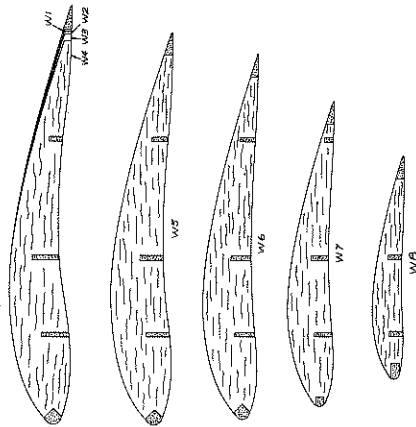
IGNITION WIRING DIAGRAM



STABILIZER RIBS - 1/8" SHEET



WING RIBS - 3/8" SHEET



1/8" SHEET - COIL
 1/8" SHEET - CONDENSER
 1/8" SHEET - TIMER
 1/8" SHEET - SPARK PLUG
 1/8" SHEET - BATTERY

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