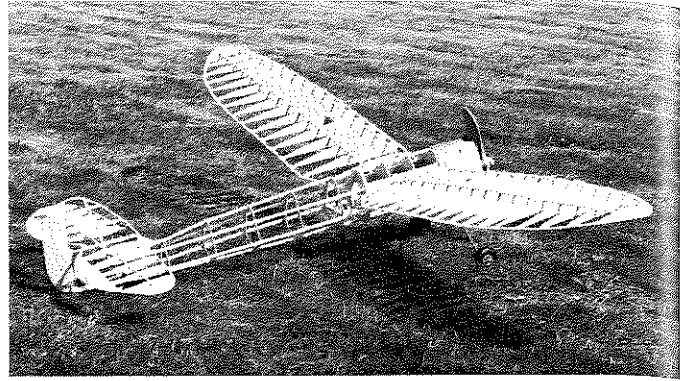


15. Nice shot of Kielcraft Junior 60, built by David Deadman, England. Out-of-focus background makes model stand out.



14. Photo from Gerhard Everwyn, Munich, Germany, of well built German design, "HS-100".

3. Brad Levine (Bombshell) 3:52

Scale

1. Bill Stroman (Taube)

1/2A Texaco

1. Sal Taibi (Powerhouse) 29:24

2. Fred Caballero (Tlush) 26:32

3. Sandra Chapin (Miss America) 26:22

ENGINE OF THE MONTH

This month's engine of the month is that much maligned motor known as the Super Bee, as produced by Syncro Devices, 611 Boydell Bldg., Detroit, Michigan.

The Syncro Bee first made its appearance in the 1938 July issue of Model Airplane News. Attractively priced at \$12.50, this motor was a follow-on to the Syncro Ace.

The reaction of the experts was after the Syncro Ace fiasco, what can you expect from the Syncro Bee? Actually,

Continued on page 91



13. Joe Konefes with his original 1938 design, forerunner of the Buzzard Bombshell. Pretty airplane!

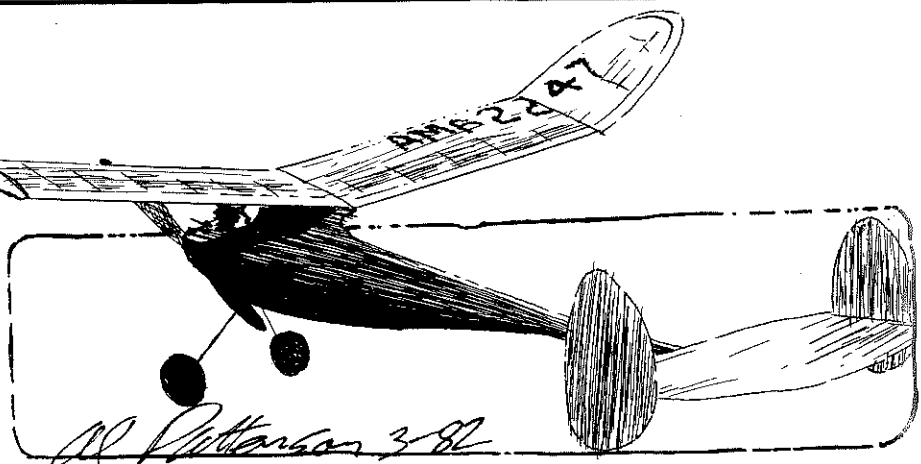
The HERALD

OLD TIMER Model of the Month

Designed by: Gene Chaille

Drawn by: Al Patterson

Text by: Bill Northrop



• Redesigned to the 1940 rules, this Class B ship originally started life as a 16 ounce bomb with only 288 square inches of wing area. This version, with 342 square inches, had already proven itself a winner, using an Ohlsson 23, by the time it was published in the May 1941 issue of *Air Trails*.

The apparently fragile tail boom is really quite strong, being reinforced by an 18-inch length of 3/8 O.D. aluminum tubing. Bulkheads are easy to draw full size, and thus are not shown . . . they're simply circles drawn directly on the sheet wood using a compass. Fuselage is

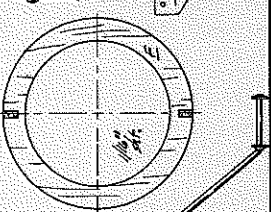
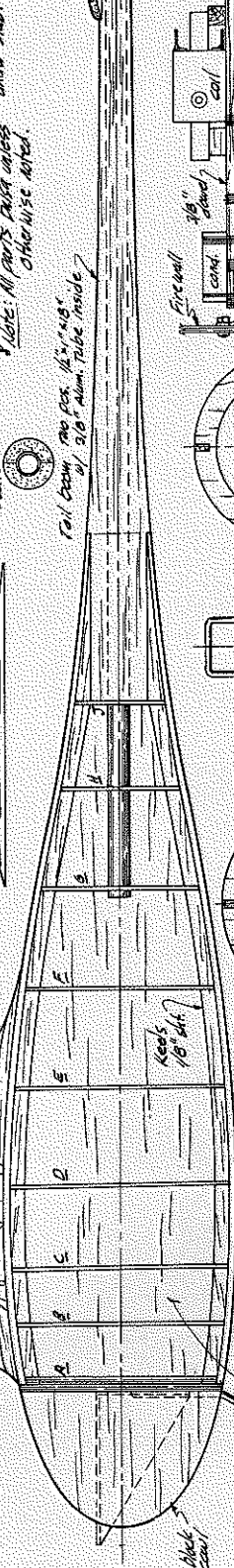
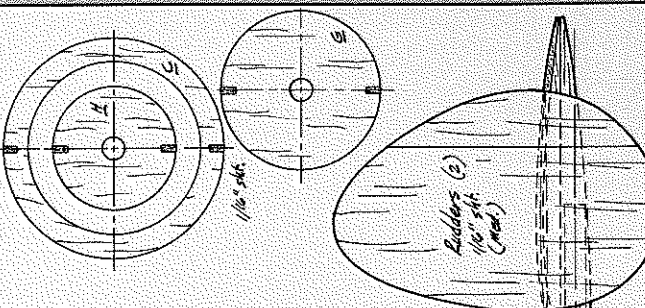
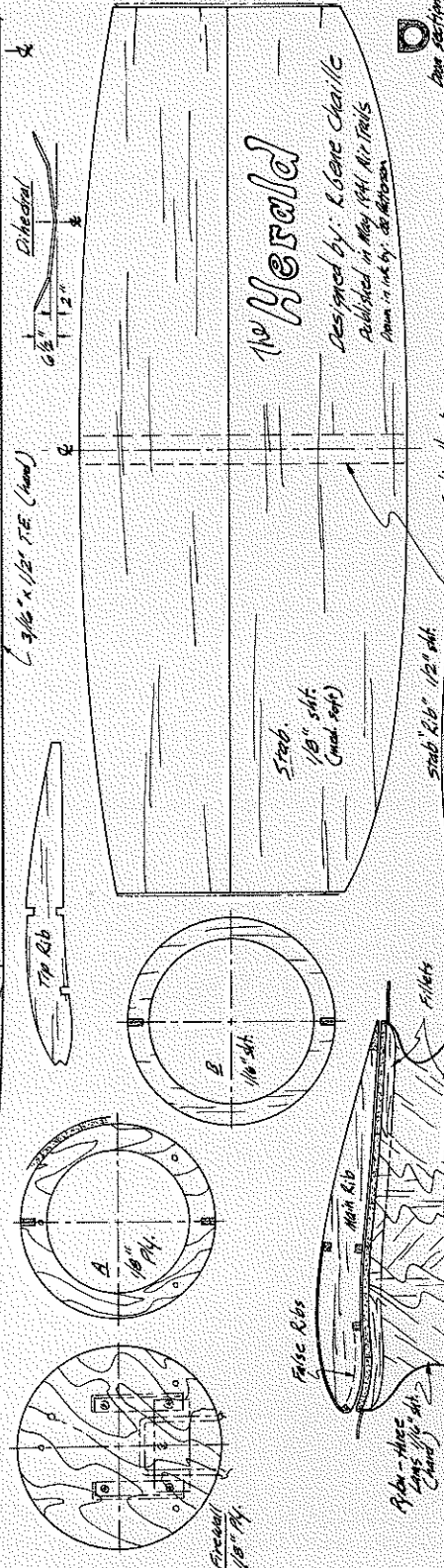
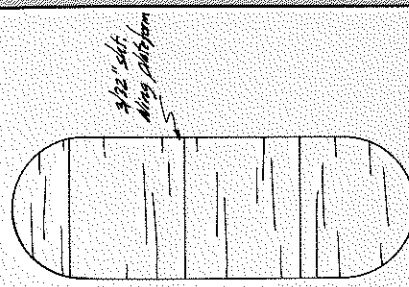
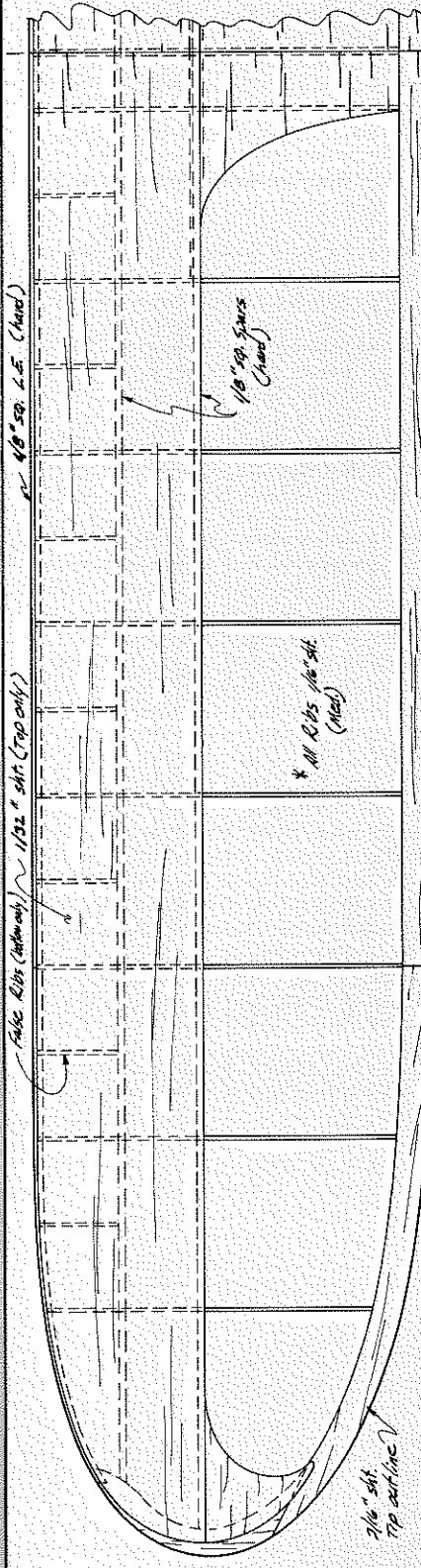
planked with soft 1/8 x 3/8 strips, attaching two pieces at a time on opposite sides of the bulkheads, to preserve fuselage alignment.

The sheet stab is cambered by gluing it over a center rib which is first attached to the flattened portion of the tail boom. The twin rudders are glued to the stab tips *before* the stab is curved over its rib, giving it a variable section from center to tip. This should also help prevent warping of the fairly thin sheet surface. Obviously, adding dethermalizing capability will require some different ideas on stab-to-fuselage attachment.

Neither the plans nor the text give any hint as to the balance point location, however, taking into consideration the lifting stab section, we'd suggest starting out with 50% of the wing chord, or 3-1/2 inches aft of the leading edge at the center section.

We'd like to hear from serious old-timer builder/fliers, telling us what types of models you'd like us to pull up from our old magazine files. More rubber, less rubber, competition oriented models, sport models, scale, etc? Or shall we just continue the mix as we have in the past? We aim to please.

False ribs (forward) / 1/2" sht. (top only)



MODEL BUILDER magazine
 Plan No. 682-07
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Scale: 1" = 16"