

13. Typical Formula 1 racer line up. They look a shade "dated" compared to current American types.

posed with Monty Tyrrell and his quarter scale Noorduyn Norseman, they got their facts wrong and credited the model to Pond!

As can be seen in Photo No. 4, this Quadra powered model attracted quite a bit of attention. After the newspaper article appeared, the kidding really started, asking how I was able to transport this huge model by air. Monty was even more communicative, referring to the reporter as a "Bloody Bak-stud" (one of his favorite invectives).

Well, there was nothing else to do but be Monty's helper as I was scheduled only for two days of the week's flying. Monty really flew his model in Monster Scale very well, but was unfortunately placed when doing his maneuvers for the judges. Can't say we didn't try, but the wind really plagued everyone. We wuz robbed!

In mentioning the wind, the Nationals were marred by heavy winds on all but two days, naturally, the opening days of registration! The Evening Bean Feed (an annual occurrence, sometimes called the Steak Fry) was so windy you could not lay your filled plate on the table lest the wind blow it off, steak and all. (Several dogs were really in hog heaven.) This was truly a shame as the location was ideal . . . a huge park lawn with the river winding through the greenery.

Let's take time off to look at this month's engine writeup. (*Don't worry, the MAAA story continues below. wrf*) There used to be a time when this columnist would leave this portion out of his column, but many complaints about the missing engine drawing forced me to conclude this item must be popular.

ENGINE OF THE MONTH

In the May 1982 "Plug Sparks" column, we featured an engine known as the Simplex Hornet which was produced by John Morrill. The engine we are featuring this month is the original Hornet engine as designed and built by Paul W. Lindberg, then Model Editor of *Popular Aviation*.

Lindberg had been producing a series of gas powered models (one every month for three years!) with most of the designs featuring the Hornet engine as motive power. Finally, in answer to the

many requests from readers (and modelers), Lindberg prepared a two part article on how to construct this engine. These articles appeared in the January and February 1940 issues of *Popular Aviation*.

According to Lindberg, over 60 of these engines were produced at that time for use in his models and for those modelers who were associated with Lindberg. Nowadays, original Lindberg Hornet engines are to be found only in the hands of engine collectors.

This month we are again indebted to Dave Brodsky for the use of his engine. The engine has made a rather circuitous journey, at one time being owned by Bob Bowen who purchased the Ray Bunnell collection. One never knows when one of these engines will surface.

Naturally, with homebuilts such as the Hornet, variations will crop up, particularly in the timer design, tank, and needle valve arrangements. However,



14. Vic Dubery, the new chairman of SAM 35 (now 420 members strong!) launches an O/T Wakefield, Cloud Cruiser.

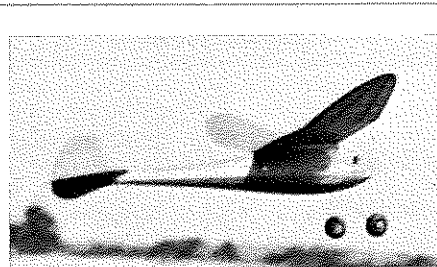
Hornet engines can be readily recognized even with these superficial changes.

The Hornet engine (as presented in 1940) was strictly a small type machinery job requiring at most, a simple machine lathe. Claims were made that material costs to make an engine would not exceed \$2.50. As Lindberg pointed out in his article, the biggest problem was the crankcase casting which would require the making of a pattern. This was carefully detailed in the drawings.

In making the engine, cold rolled steel was specified for the cylinder and piston. He stated the denser the material used the better. I think what he was trying to say is that the harder or better tempered material would lend itself to better machining and fit, not to mention longer wear.

Interestingly enough, the piston was

Continued on page 71



Hayseed

OLD TIMER Model of the Month

Designed by: Carl Hermes

Drawn by: Al Patterson

Text by: Carl Hermes

• This model was one of a series that was flown from 1938 on, by a small group in the Bridgeport, Connecticut area. It turned out to be a pretty good team effort.

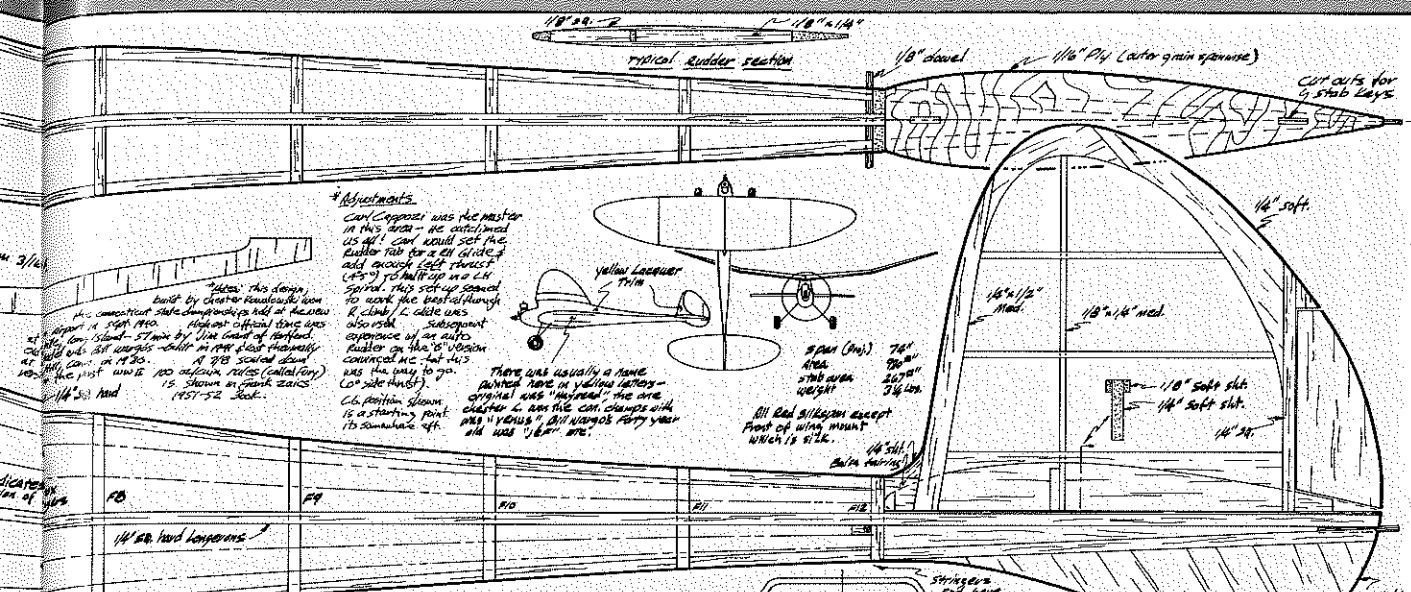
Chester Kowalkowski was an extremely fast builder and could turn out two or three ships in the time it took the rest of us to do one. We capitalized on this by talking Chester into building several wings and tails with different airfoils to try to find the best combination. Chester also showed us all by winning the 1940 State Champs.

Carl Cappelletti developed the trim adjustments, tuned motors and modified props. He also owned a car (Hudson) and every evening during the summer we would all pile in and head for the flying field in Fairfield.

Paul Lyzak ran the model shop which consisted mainly of a little store front with a circular saw that produced any size stick of balsa that you wanted. The closest other source of good balsa at that time was Frank Zaic's (Jasco) in New York City.

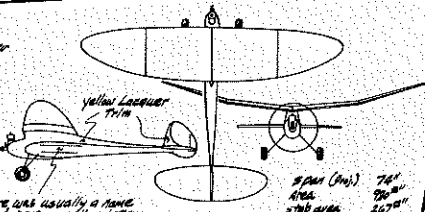
Bill Wargo was a carpenter whose work took him all over the Connecticut countryside where he was continually scouting for new flying fields. Bill flew the Hayseed for the longest time. Its last contest was in Rocky Hill in 1980 where it was lost.

Frank Bushey (ex-AMA President) imported the design to Hartford where he and Jim Grant (later of indoor fame) built a few. Jim made the longest official flight (57 minutes) at Long Island after the war. (see plans on next page) •



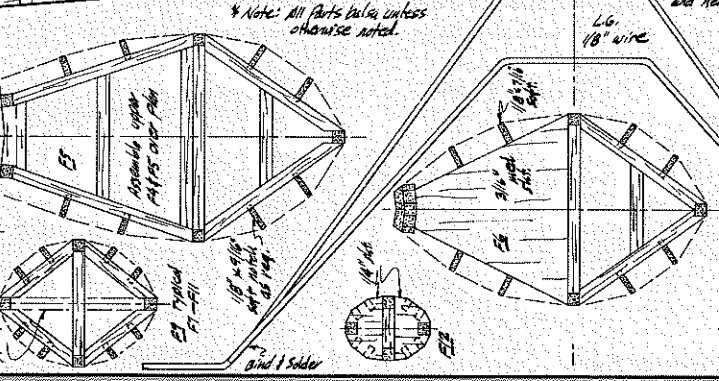
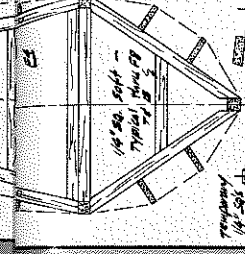
Notes:
 This design built by Chester Paulowski from the Connecticut State Championship held at the home of the author in Sept. 1960. Highest official time was 1:01.00. Speed - 57 mph by line count of barograph. Carl Hermes did all winging - built in one piece thoroughly. At 1960 National event he flew first with 100 additional ribs (called for) 15 shown in plank zones. 1957-52 built.

Adjustments:
 Carl Hermes was the master in this area - he advised us all. Carl would set the Rubber tab for a 24 glide and good flight. He would set the ball stop on the car. This set-up seemed to work the best of through 1/2 scale. 2 scale uses also. Subsequent experience of an auto Rubber on the 1/2 version convinced me that this was the way to go. Car side thrust.
 There are usually a name painted here in yellow letters - original was "Hayseed" the one I bought is now this can change with age. I've used it for many years and was "1/2" etc.
 C.G. Position shown is a starting point. It's somewhere off.

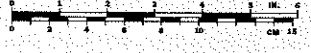


Area (sq. in.)
 76"
 Area
 2700 sq. in.
 2077"
 7 3/4 lbs.
 All Red aluminum except front of wing mount which is steel.
 1/4" soft
 1/4" soft slit
 1/4" soft slit
 1/4" soft slit

Maintain as much depth as possible to wing spar. Use very light wood.



Note: All parts balsa unless otherwise noted.

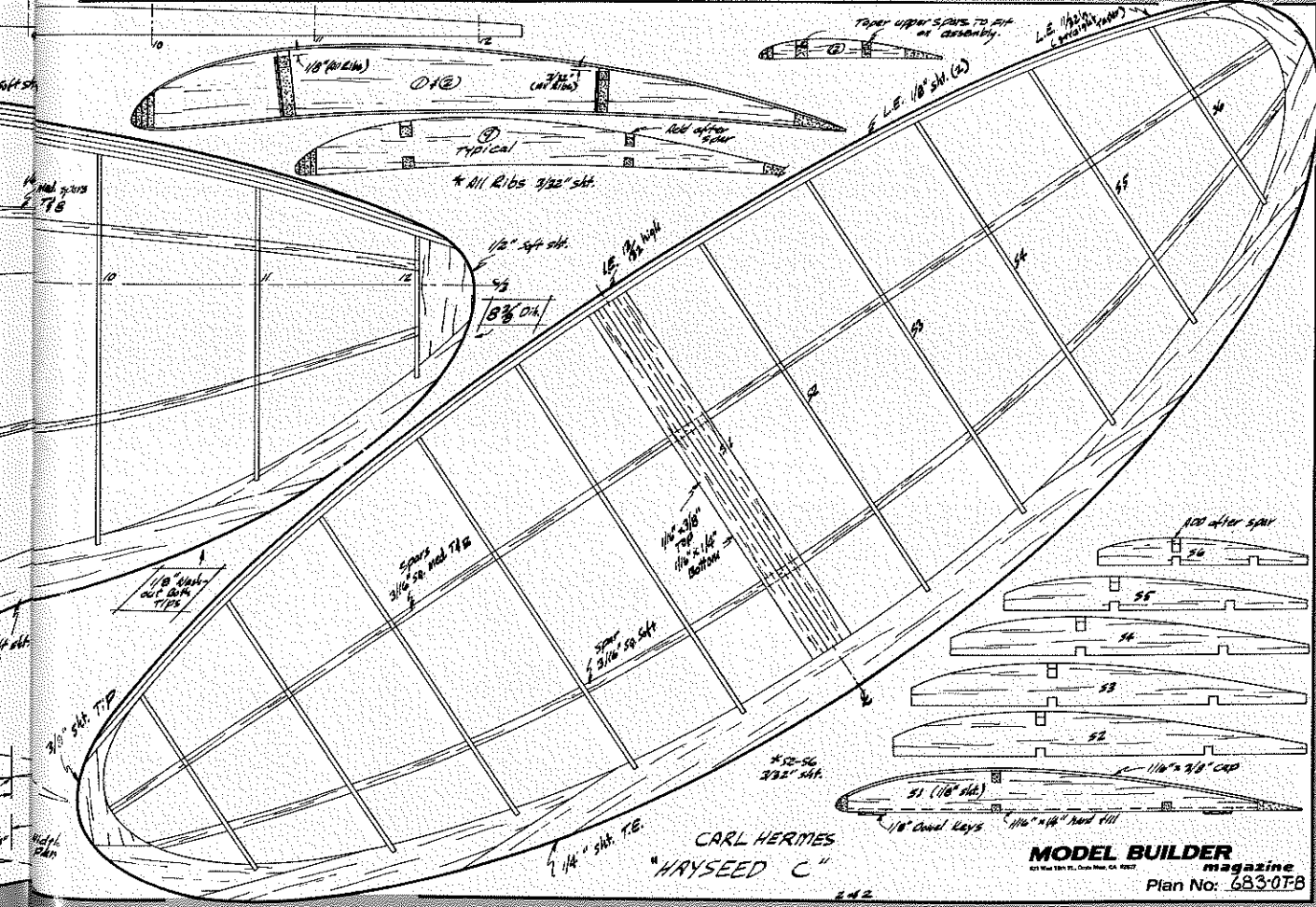


HAYSEED C

1960 Connecticut State Champion
 Designed & Built by Carl Hermes
 Trained in industry; all aluminum

MODEL BUILDER
 magazine

Plan No: 683-01-A



1/8" soft

1/8" soft

1/8" soft

1/8" soft

All ribs 3/32" sht.

1/2" soft sht.

1/8" dia.

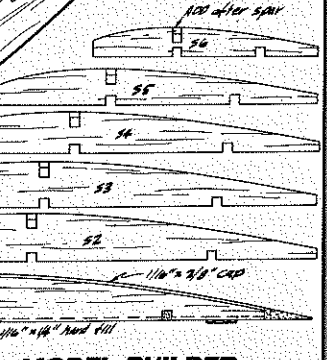
Spar 3/16" x 3/16" med 7/8"

Spar 1/2" x 3/16" co. sht.

*52-56 3/32" sht.

1/4" sht. T.B.

CARL HERMES
 "HAYSEED C"



MODEL BUILDER
 magazine
 Plan No: 683-01-B