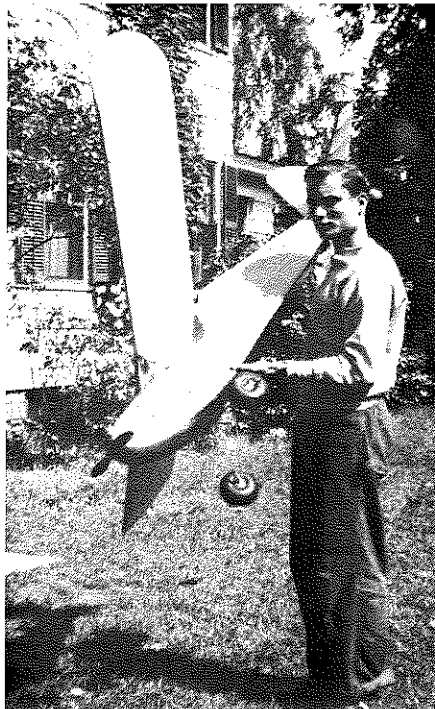




13. Lennart Hansson braves the inclement weather to fly his Dela Mater designed *One-and-a-Half*, a US model.

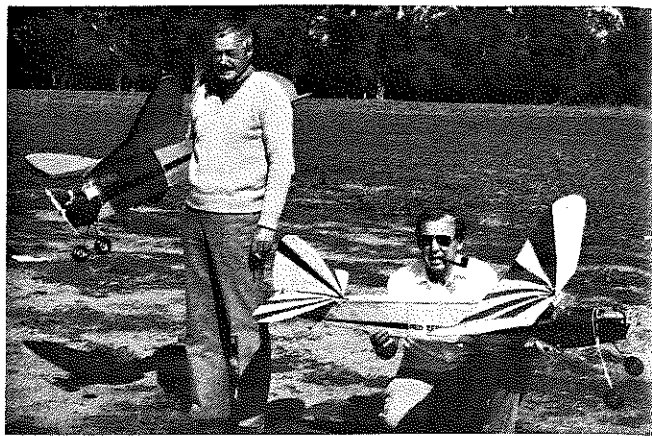
month is the Hurleman engine that was given to this writer at one of the O/T reunion banquets by the "boys" as a token of their esteem. This engine has been treasured to the point where it rarely sees the daylight. It has yet to be run! The engine box is carefully filed at the "home office" along with the balance of the others. This box is covered with the autographs of the donors!

When writing to Herb for information on this particular engine, this columnist was greatly surprised to find that this was the fourth engine to be named "Aristocrat." To back up a little, when Bill Brown decided to produce a few engines, he arranged with Hurleman (who ran a local machine shop) in Philadelphia to produce a group of forty engines. These are popularly known as the Brown "A" engines that have sand

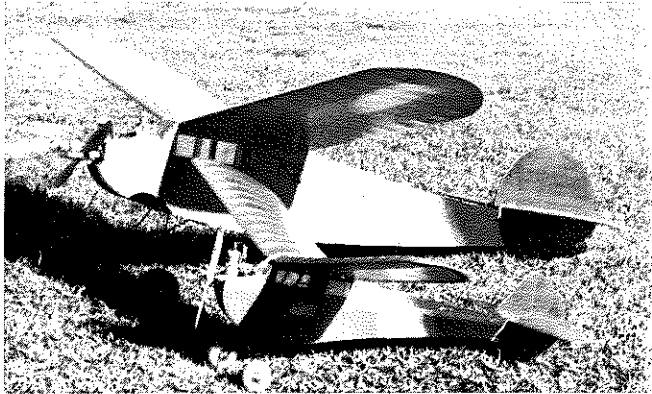


16. R. G. Wilson in 1946 with a scaled Aeronca from *Air Trails* plans.

14. Bob Parkes and Eric Patterson are a couple of Australian Old Timer enthusiasts who frequently enjoy flying their *Clipper* (Eric Patterson), and *Red Zephyr* (Bob Parkes).



15. Sal Taibi built two NEW ones, a 7-foot *Powerhouse* and a Class A *Diamond Demon*. Of course, Sal designed them over 40 years ago!



cast crankcases, thin mounting lugs, etc.

As a side note, the company name, Junior Motors, was a takeoff on General Motors, then the acknowledged leader in engines and automobiles. At the time of the company's formation, Hurleman was offered the position of head of manufacturing. Hurleman declined, feeling that he could produce engines as good or better than the Brown Junior.

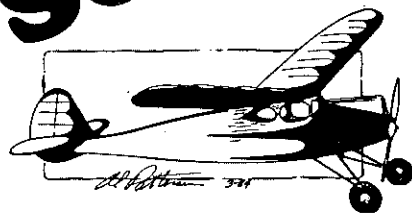
In 1936, Hurleman began to make his own engines, a carbon copy of the

Brown with the major difference being the bypass embossed with the Hurleman marking. Although there never was a lawsuit between the two firms for infringement of design, Hurleman decided to develop a different engine using his very successful Hurleman timer. This was the timer you put on your Brown Jr. to make it run properly!

In 1938, Hurleman came out with his

Continued on page 87

Scrappy



OLD TIMER Model of the Month

Designed by: Jesse Davidson
 Drawn by: Al Patterson
 Text by: Bill Northrop

• The ever-elusive "Center of Gravity" has done it again, though we thought for a while that it had been located!

This month's Old Timer comes from the May 1939 "Phineas Pinkham Handbook," alias *Flying Aces*. In typical *Flying Aces* lingo, Ray Heit's five-foot span "Scrappy" is described: "Boy, oh

boy! What a beaut! You're dern tootin' she is... yep, everything from a simple, wide spread landing gear to a corking paint job."

OK, very nice, but the end of the eighth paragraph says "... make the battery box as shown on the plan. Cement and pin in place permanently directly under the center of gravity." **WHAT CENTER OF GRAVITY?!!** (Ten deep breaths to calm down). Anyway, we'd suggest balancing the model at the main wing spar.

"Scrappy" features a bent aluminum engine cowling, which looks kinda neat in the photos, but we question its ability to keep the engine from overheating. If you go for it, better take some extra time to cut and form louvers.

The tail surfaces should lend themselves handily to R/C. Just use two 1/4 x 1/2 spars instead of one 1/8 x 1/2, and add hinges. The "V" in the elevator portion should be widened a bit to clear rudder movement.

In case you hadn't noticed, "Scrappy" bears an understandable likeness to another well known and larger Ray Heit design, "Scram" (MB plan No. 576-O.T.)

