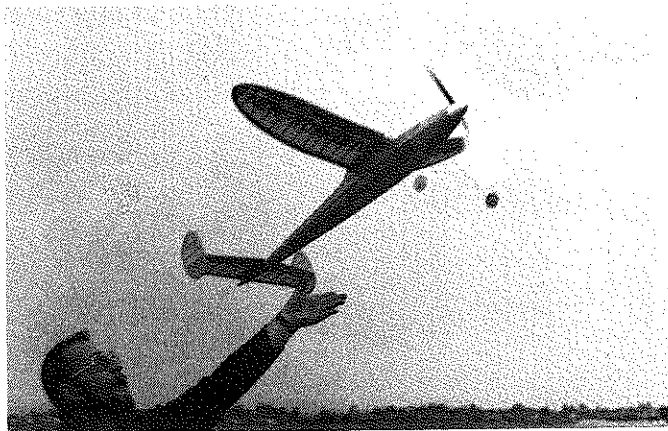


Hal Cover holds aloft his version of Frank Zaic's "New Yorker IV", as the big free-wheeling prop spins away merrily.



"Up, up, and away!" In spite of 18 strands of 1/4 Pirelli, the high pitch prop only allows a moderate climb. Still . . .

OLD TIMER Model of the Month

FRANK ZAIC'S 'NEW YORKER IV'

Text by: Bill Northrop

Redrawn by: Al Patterson

• A new record of 17 minutes, 6.2 seconds was established for the Stout Trophy at the 1938 Nationals. The plane that did it was the "New Yorker IV", and the designer/flyer who did it was Frank Zaic, not exactly an unknown figure in the world of model aircraft . . . then or now.

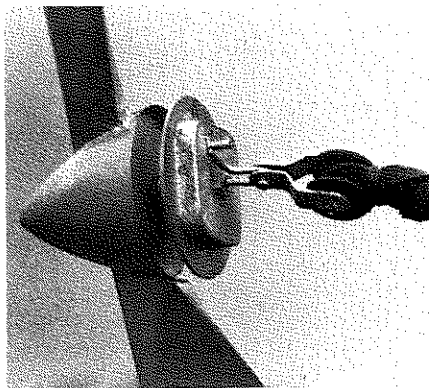
As with any competition free flight model, the design is only as good as the thermal you get it into, and in this case, the New Yorker caught the fringes of two thermals and completed its flight inside the field. Frank gave credit to another well-known name in modeling for getting him launched just in time . . . Dick Everett.

The model shown on the cover with Frank, and in the pictures on this page, was built by still another well-known competition flier, Hal Cover. The plans, as redrawn herein, were published in the June 1939 issue of M.A.N. (Comet Zipper, \$3.95; Brown Model D, \$12.50;

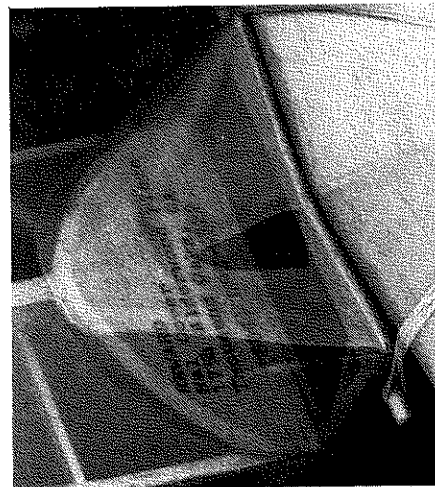
1/8 x 3 x 36 inch sheet, 10 cents!).

As can be seen in the photos, Hal made only a few changes from the original design, primarily in adding diagonals to the fuselage structure. He even carved a prop from the same block dimensions, though he feels that the extremely high pitch absorbs a lot of the rubber motor's power. The original model used 18 strands of 1/4 flat

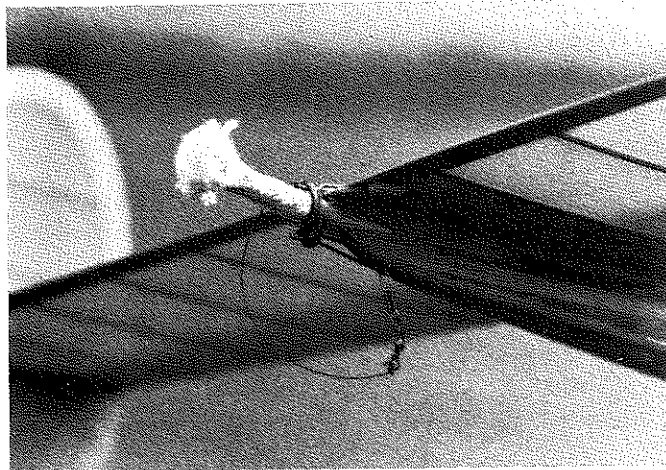
brown, while Hal uses 16 strands of 1/4 flat Pirelli . . . which is even more powerful. One advantage of the high pitch, however, is that the prop free-wheels easily and offers little resistance during the glide portion of flight. •



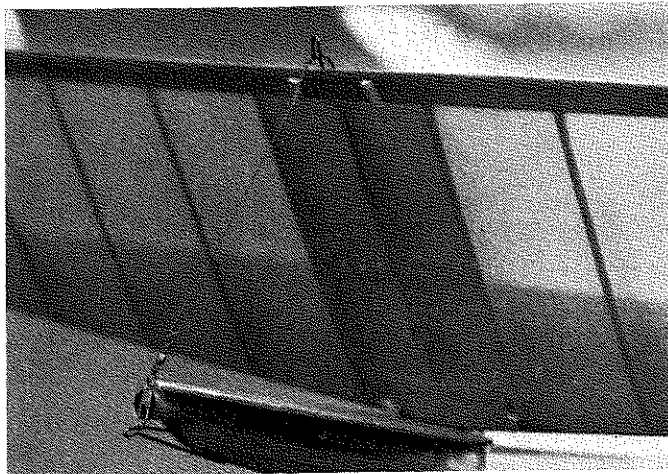
Bobbin and rubber tensioner latch show up well in this close-in photo. Wind without prop.



Close-up of revised, and simpler, windshield attachment. Good place for identification.



Tail construction adapts easily to modern DT system. Stop wire and snuffer tube show up well.



With the DT popped, you can see the all-important alignment half-dowels. No good free flight should be without them!