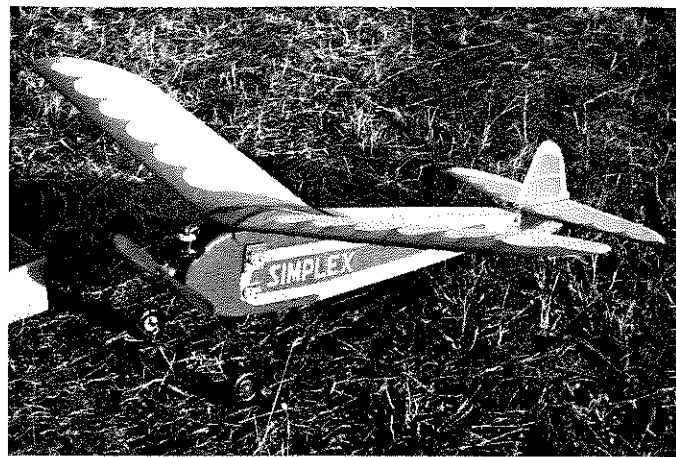




13. Karl Maltas flew this Australian design, Skyrocket. It was rather cool in the morning!



14. Allen Leshar produced this Ohlsson 23 powered Plecan Simplex. Nice covering job!

great days . . . until the complaints started coming in about the hardwood floors being stained with fuel.

In 1946, the first advertisement for this motor appeared in *Model Airplane News*. The ads bragged about swinging a 10-inch propeller at 7500 rpm. This was no idle statement for an engine of only .14 cu. in. displacement! Indeed, it was a fine little engine, once you got the hang of running it!

Diesel engines have peculiar properties of sound which are just the opposite of the audible running symptoms of glow or ignition engines. When the engine knocks, it is not running lean, but

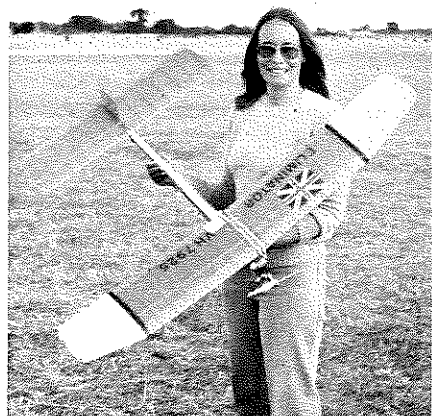
rather it is running rich! Conversely, when the engine runs in quick bursts which make it sound like it is running rich, it is actually running with a lean needle valve setting! Confusing, huh?

It's so easy to get the hang of starting a diesel engine . . . simply release the compression about a quarter of a turn, start the engine, and *adjust the compression* for maximum rpm. In very few cases do you ever touch the needle valve once it is set!

The C.I.E. engine was rather simply made as the cylinder was turned out of

aluminum bar stock, then fitted with a mehanite liner and chrome-moly steel head. Hardened steel chrome was also used for the piston. An interesting feature of the tubular steel connecting rod was the bronze piston pin (the English call this the gudgeon pin) which eliminated the need for bushings. A brass bushing was provided on the conrod for the crankpin connection. The main crankshaft bearing was of "oilit" bronze.

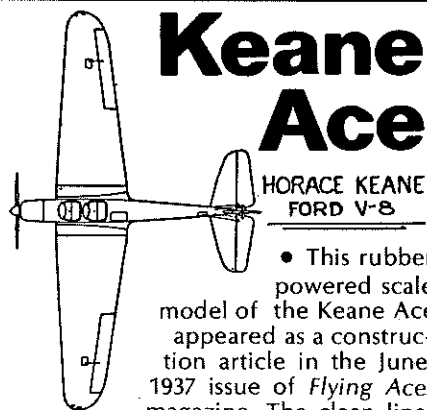
*Continued on page 61*



15. Jan Thomas, N.S.W., with her Elfin powered Eliminator, an English design.



These are the guys that made the free flight events run smoothly. Peter Lloyd records while Howard Gostelow reads results.



• This rubber powered scale model of the Keane Ace appeared as a construction article in the June, 1937 issue of *Flying Aces* magazine. The clean lines

and simplicity of construction of the model, as designed and described by Jesse Davidson, has kept me going back to it many times over the years. Its generous wing area now makes it a top consideration for electric powered R/C scale. A lightly built, 2-1/2 times up model (about 56-inch span) should be just about right for a sport 05 electric motor with six or seven cells.

As told by Davidson, the Keane Ace was originally a German design known as the Klemm. An American company secured manufacturing rights in the U.S., where it became known as the Aeromarine Klemm. Unfortunately, Aeromarine folded during the 1930 depression. Horace Keane later acquired the old Aeromarine plant, located in Keyport, New Jersey, along with a quarter of a million dollars worth of tools, dies, jigs, etc., and went into full scale production of the Ace in time for

## OLD TIMER Model of the Month

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

the 1937 New York air show. Keane powered it with a Ford V-8 engine, and it was able to use ordinary automobile gas and oil. The entire aircraft was plywood covered, with an outer skin of fabric for added protection.

Our decision to select the Klemm/Keane model for O.T. of the Month, resulted from an MB reader's inquiry. John Breitenbach, of Silver Bay, New York (probably not all that far from Keyport, NJ) sent us a Chris Craft ad from a ten-year old boating magazine. To illustrate its long time in the boating business, the company presented an old, brown tinted photo of an early, classic, mahogany finished Chris runabout, floating next to . . . you've got it . . . a Keane Ace on floats. The noticeable modification is the installation of a seven-cylinder radial engine. Of course, this might have been a stock engine. After all, the *Flying Aces* article was written shortly after the aircraft's introduction, so Davidson could not know what developments came along later! The fuselage profile in the cockpit area also looks different, but there's no mistaking the one-of-a-kind fin/rudder shape and generous wingspan of 36'-8".

I guess the above answers your question, John, and thanks for helping to make this month's O.T. plan selection. ©



