

17. Beauty winner in Rubber Class, an English "Lynx", by Charles Wyatt, PDARCS Seminar-Meet, Australia.



18. Neat 30-inch 1936 record "Kungsornen" (Golden Eagle) won for P.A. Holmberg at OT Nats in Sweden.



16. Collection of prizes and awards for SAM 32 "Junk Trophy" contest, in San Ramon area.

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machined from aluminum and screws into the cylinder. A spanner wrench must be used in the two top holes. The adjusting screw for compression was of steel as was the piston. Interestingly enough, no oil rings or grooves were used, lubrication depending strictly on the features of the diesel mix.

The piston featured a ball and socket joint (no wrist pin) with a lock ring to hold the ball end of the rod to the socket of the piston.

Other parts reveal that the connecting rod was made of bronze, the crankshaft of steel with the counterbalance and shaft as one unit. The crankpin is pressed in place. The hardened and polished crankshaft was then fitted to a bronze bearing. (One of the best fits of the engine.) The other steel parts include the piston, sleeve, and the rear propeller washer. Surprisingly, a large hexagonal aluminum spinner nut held the propeller.

Also of aluminum is the threaded back plate, tank cover with the lower portion of the tank being pressed aluminum. A standard Gets Cap is provided for filling the tank. One neat feature of the tank was the knurled edging on the bottom to give

good holding power when disassembling it.

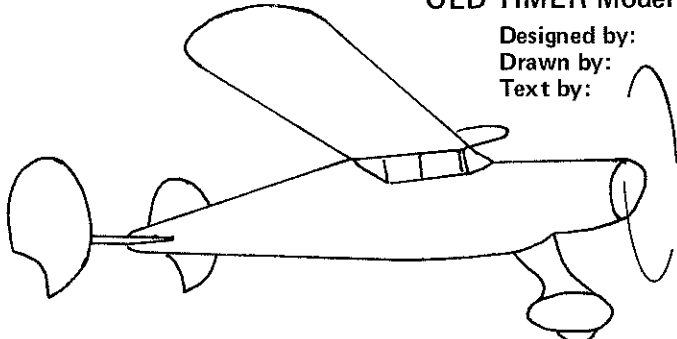
Brass parts include the needle valve, intake tube, lock nut, threaded collar, and the needle valve body.

Overall, this was a clean diesel capable of good power, but unfortunately, it hit the market when the glow plug was first introduced. No one needed a diesel then to get rid of that ignition weight!

FORTY YEARS AGO, I WAS . . .

As a follow-on to the writeup on the Bronx Aero Club, we present Photo No. 6 showing a flock of "zoot suiters" (remember those?); George Oswald has the classic "zoot" pants on; i.e., high rise above belt, twenty-six inch wide knees to "peg" pants at the shoes. That was hot stuff in the early forties!

George is seen trying to start his Super Cyclone in his "Cotton Tail" design with



OLD TIMER Model of the Month

Designed by: Scotty Mayors
Drawn by: Al Novotnik
Text by: Bill Northrop

The SCOTCH MONOPED

"Scotty" Mayors had a way of turning out unusual and different looking models. The two for which he is remembered the most were the *Kiltie Gull Biplane* (MB plan 1084-OT) and this month's O/T feature, the *Scotch Monoped*. The *Kiltie Gull* appeared in the February 1939 issue of *Flying Aces*, and the *Monoped* was in the December 1939 issue, along with *Falcons of the Flame* by Donald Keyhoe; *Ye Ould Emerald Oil*, another Phineas Pinkham adventure by Joe Archibald; and *Wings of the King*, a Crash Carringer "modern" air story by Arch Whitehouse. You could say that *Flying Aces* magazine was half pulp and half balsa!

The 26-inch span *Monoped* really needs no special building instructions for the scratch modeler. As usual, balance point was never discussed in those days. All of the flight trimming was covered in one sentence. . . "Warping the flap at the trailing edge can be used to affect the glide somewhat."

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MODEL BUILDER

