



OLD TIMER Model of the Month

Designed by: Sal Taibi

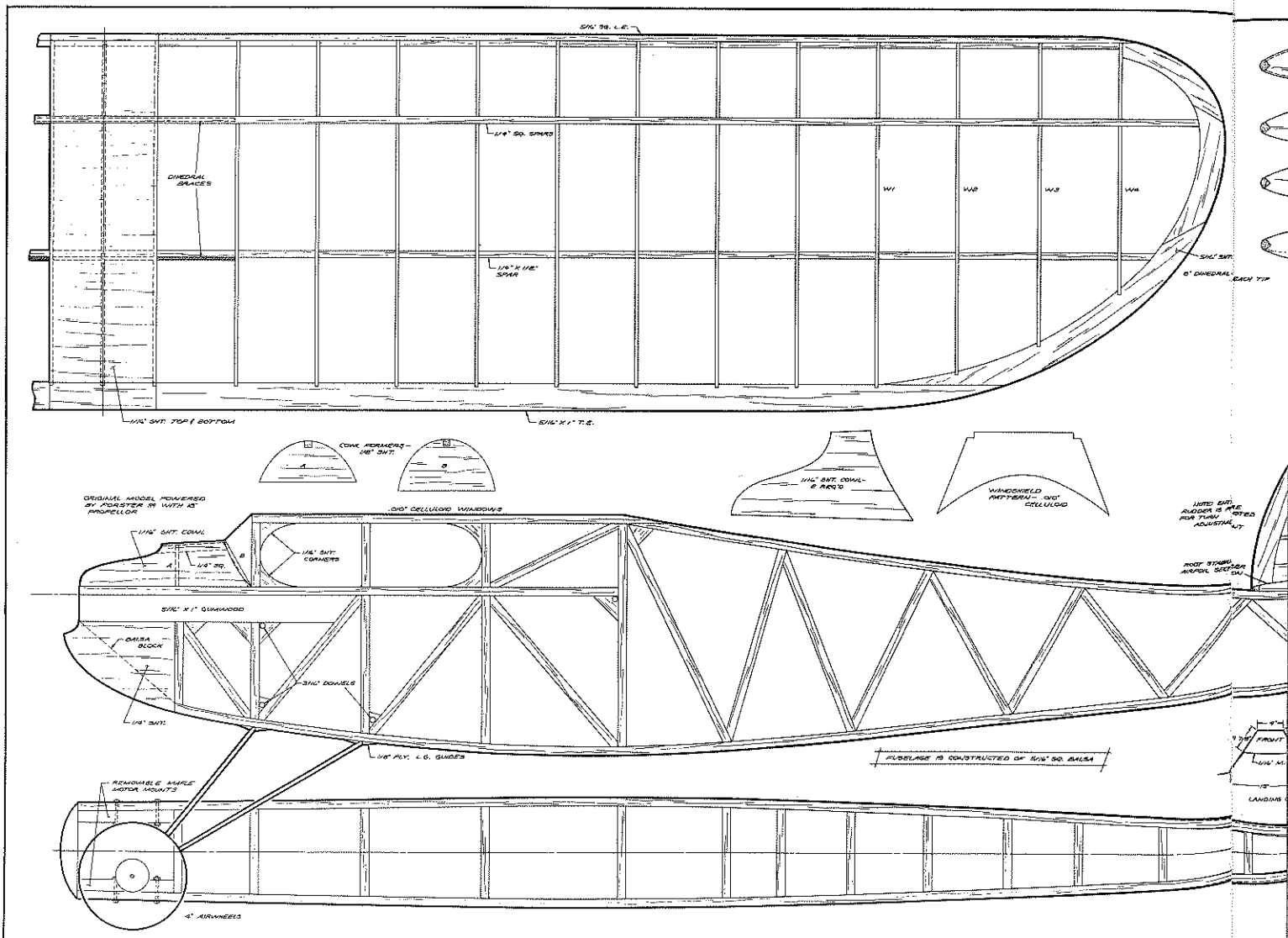
Redrawn by: Phil Bernhardt

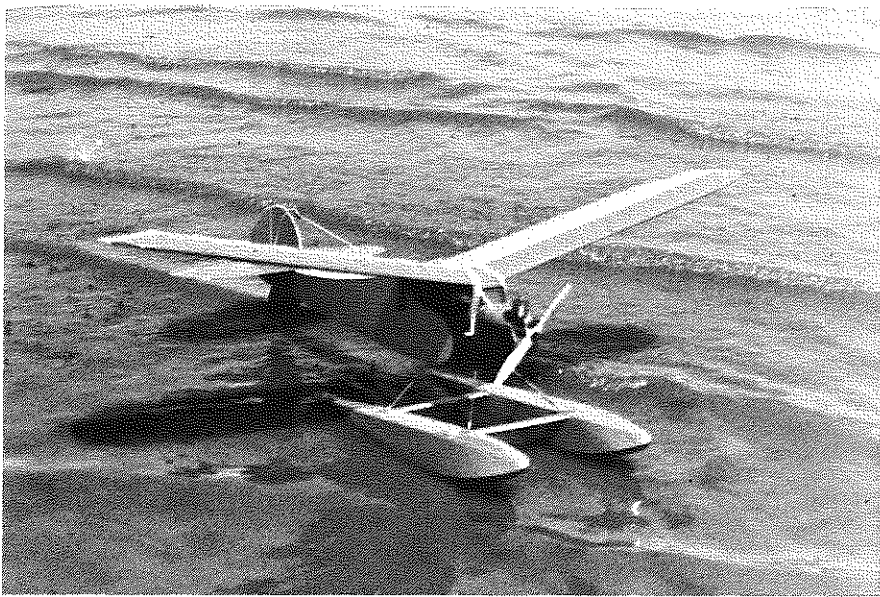
● We have published so much in recent issues about Sal Taibi's Powerhouse that it's almost anti-climactic to feature it as the Old Timer Model of the Month. However, as a result of the publicity, we've had requests for the plans . . . so here they are. In addition, since the Stick 'em Patterns are so popular with old timer builders, we're also making these available.

Sal's famous Powerhouse, designed around the big, powerful Forster 99 (Please, not "Forester!"), has spent a great deal of its time on floats, and the ones shown on our model, also designed by Sal, but modified slightly for R/C operation, will be presented as a construction article in a future issue. They'll also do great on most any of the larger old timer models. Easy to build, too.

Construction of the model is extremely conventional, though plenty of room is needed, especially for building the

← Dave Jesse retards the throttle on the editor's float equipped Powerhouse. Floats also designed by Taibi, will be published soon.

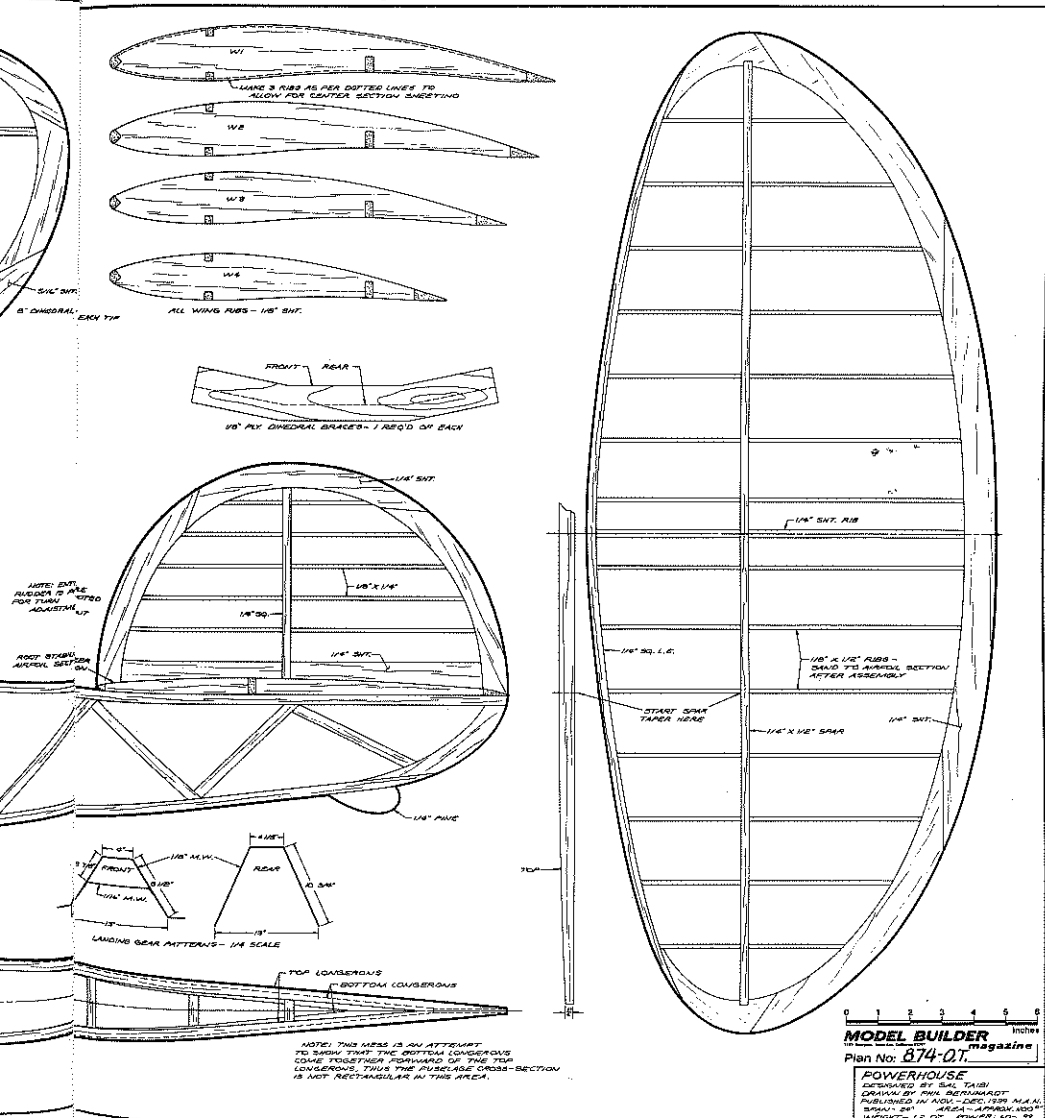




Art Hemmeler built this half size Powerhouse, and equipped it with Edo type floats. Flies just like its big brother.

fuselage sides. If 5/16 square balsa is hard to come by, the fuselage could be made from 1/4 spruce. You'll probably have to make splices, so put them where a cross member hits. In any case, try to keep the tail area light . . . there's no

worse sin in modeling than to carry dead ballast for balancing purposes. The free flight version should weigh around 4-1/2 pounds, including necessary beef-ups. See the March 1974 issue of MB for additional building hints.



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 due to the SCIF-SCAMP Old Timer Hydro Contest, the Flightmasters Flying Scale R.O.W. Annual, the San Valeers Record Trials for hydros, plus the regular attendees of the lake flying activities.

Hydro models spotted along the edge of the lake included old timers, old timer radio, old timer rubber powered, flying scale gas, flying scale rubber, flying scale control line, flying scale radio controlled, and the modern free flight hydro designs. To say the least, seaplane enthusiasts had their fill that day.

Best flying old timer model noted from the shore by the writer was Bob Oslan's Comet Mercury on floats. Flew like a bird! Model has excellent performance, with realistic takeoffs . . . completely unassisted! Most humorous takeoff was Mike Keville's Feinberg commercial (Aug. 1973 MB) featuring cantilever wire landing gear struts. Naturally, when placed in water, the struts would bend back until the spring torsion effect would overcome the water tension effect on the floats. Sometimes the model would be literally catapulted into the air, while other times the model would receive a thorough dunking. The writer has seen all methods, but no doubt about it, this style was different.

To augment the fun, Hal Cover dragged out his Lanzo Puss Moth to show the regular rubber boys how to do it. Dam near did it too! Lost out by only 13 seconds! Ya gotta be careful and look out for those flying scale models. They'll fool ya every time!

The writer darn near got killed by Phil Bernhardt when Phil was complaining about the lack of power in his Alert. The columnist only suggested he employ one of Bruce Chandler's converted glow engines, namely a Black Knight. (Phil's dad, Otto, does excellent engine conversions also!). Phil finally got the thing going well enough to cop first place.

Prettiest picture of the day occurred when three Taibi Powerhouses were placed in the water side by side. With Bernhardt, Taibi, and Northrop holding their models, shutterbugs had at them. When the models were left untethered, they all behaved exactly alike, weather-cocking without changing spacing! A real tribute to the faithful reproduction by each builder. To wrap up the picture, Taibi then started up his Forster 99 with Northrop holding. When Northrop released the Powerhouse, the model made several skips across the water and zoomed into the air just like 35 years ago! A real thrill to watch!

Contest Director R.G. Brickner came in for considerable roasting when putting his engines on display. Upon reviewing some of the prices asked, a few wags suggested that the "R" in Brickner's

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