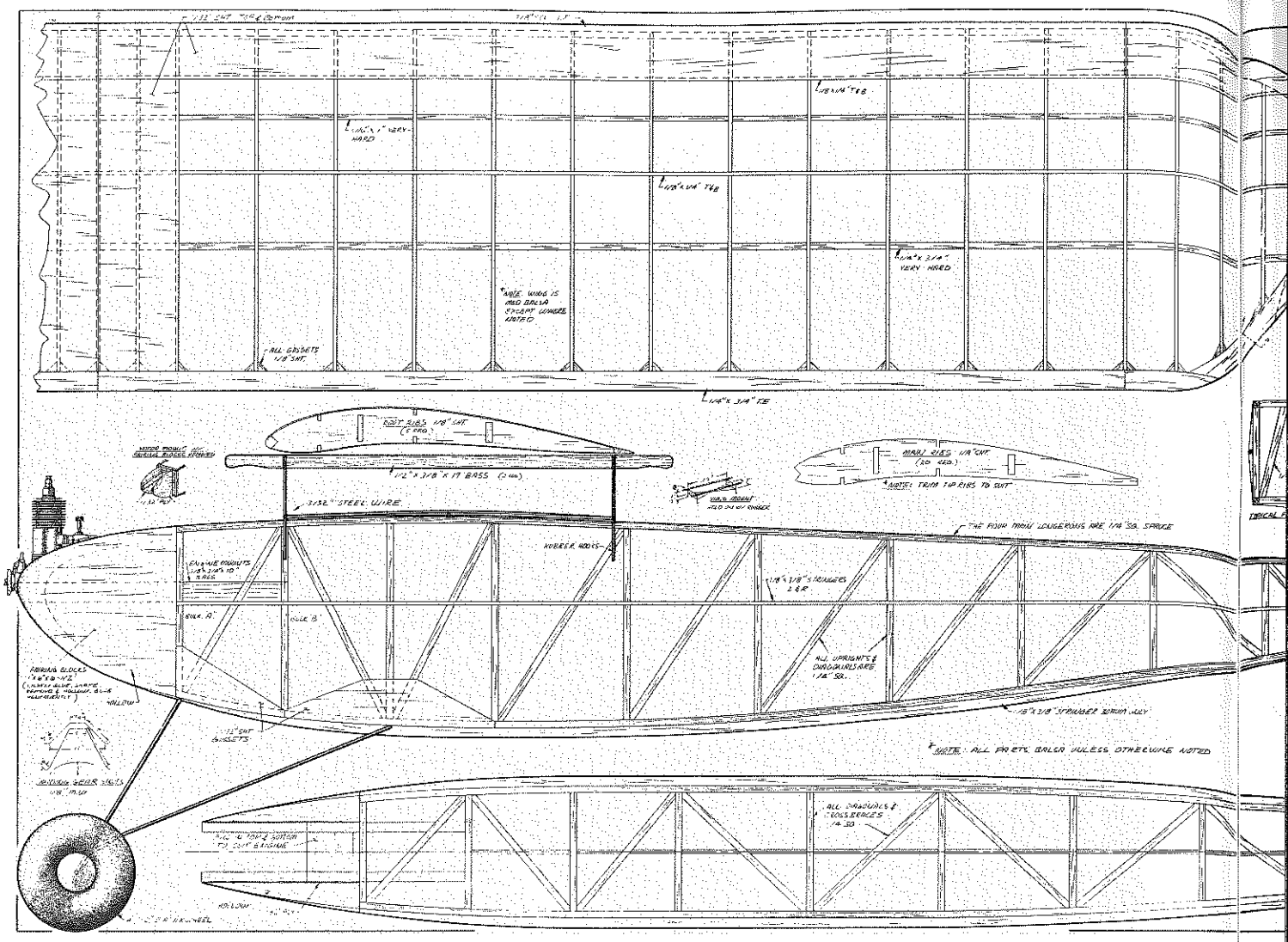


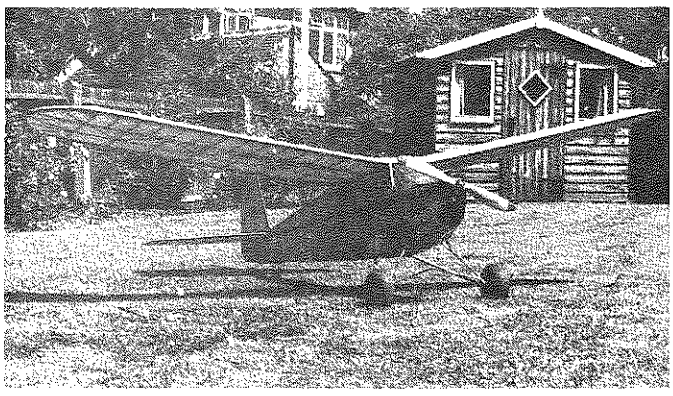
metal-clad condenser, deluxe run-in block, and a Motor Manual. A full guarantee was given with each motor.

Interestingly enough, the recommended 13 inch propeller turned out to be another Comet product called the Comet "Airspeed 35" propeller. You could get the prop in a variety of conditions. At 35¢, you received a hand rubbed and polished glossy prop. For 25¢, you received a finished and lacquered propeller. If you weren't too flush, you could buy the Airspeed 15 at 15¢, which was only partly finished and unlacquered. Props were also offered in other sizes ranging from 8 to 14 inches.

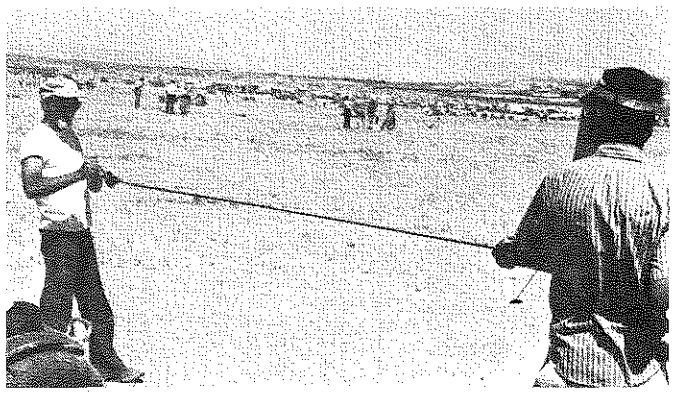
Keener, who did considerable work for Mr. Hurd, of Electro-Spray Corp., contracted to have the Comet 35 produced. With initial sales soaring, the Comet people were delighted and requested more money. Keener, by this time, was feeling the pinch of his investment and requested some back up money. As Jack said in an interview, they gave me everything (complements, etc.) but money.

Faced with no other alternative, Keener sold out to Electro-Spray and they produced a few more Comet 35 engines. Some old story. Comet was so badly overextended with all the new products they were bringing out that money was hard to come by. Eventually, Hurd ceased producing the Comet 35, and in conjunction with Earl Vivell, a San Francisco distributor/dealer, started producing the engine under the name of Vivell during the war years. But that is another story we'll tell you later on.

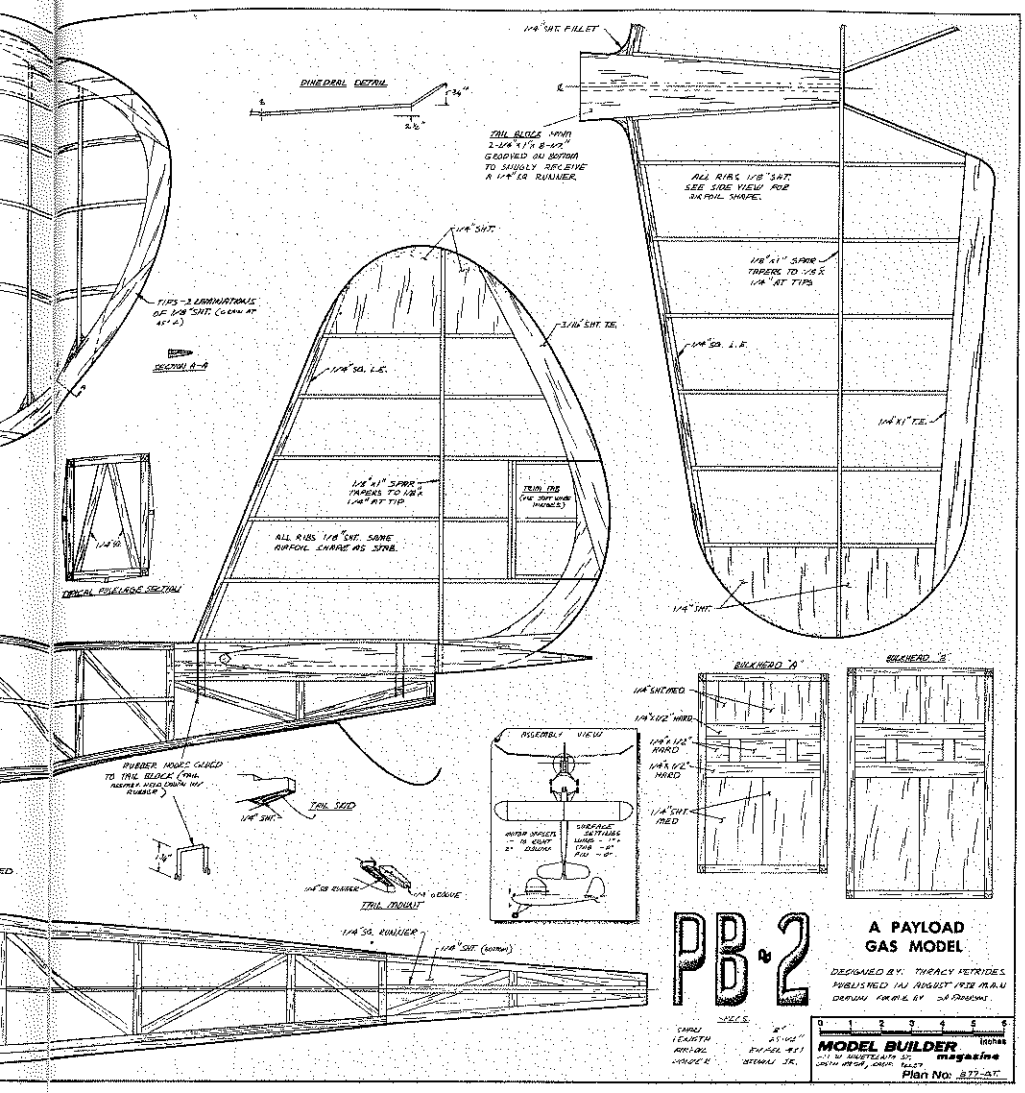
Keener's shop was located at East 17th and 29th Avenue in Oakland not far from Electro Spray. Some



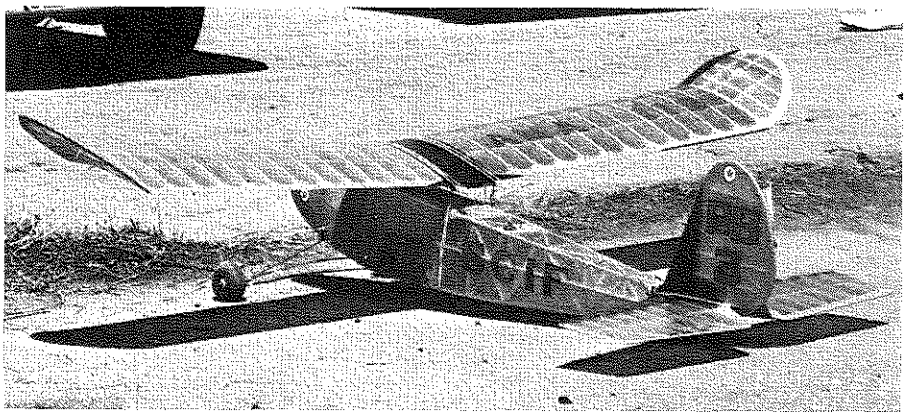
Noel Barker, England, faithfully reproduced this J.S. Wreford design which won the Sir John Shelley Cup in 1938. Span is 6 feet.



Andy Faykun cranks up for an official. Has a neat 3-wheeled dune buggy for retrieving wayward models.



FULL SIZE PLANS AVAILABLE – SEE PAGE 104



The late John Keller's PB-2 was the first winner of the Texaco Trophy competition as revived by the SCAMPS club of Orange County, California. An extremely stable aircraft.

the PB-2

OLD TIMER Model of the Month

Designed by: Thracy Petrides

Drawn by: Al Patterson

Text by: Bill Northrop

● Here we go again . . . another old timer plan without the balance point located! This all-important item seemed to be one of the best-kept secrets of model designs in the pre-WWII days. Oddly enough, the author/designer went into great detail about proper location of the payload weight in relation to the center of gravity (CG), but still managed to avoid giving its location. As the stab is full symmetrical, we'd suggest locating the balance point about 1/3, or 4-5/8 inches back from the leading edge of the wing.

The PB-2, originally featured in the August 1938 issue of M.A.N. as a winning payload gas model, is well worth considering as a modern-day competition old timer model for free flight and R/C Texaco (or any fuel allotment event), and could very likely challenge the domination of these categories by the Lanzo Record Breakers (MB plan 773-O.T., $4.50) and Sal Taibi's Powerhouse (MB plan 874-O.T., $4.00). The layout is very similar to the Lanzo, complete with parasol wing, but that constant chord wing boasts a whopping 1300 plus square inches of area!

For R/C conversion, it should be a simple matter to double both the stab and fin spars to provide movable rudder and elevators. However, we'd suggest increasing the stab and fin spar thicknesses to 1/4 inch, and the rudder elevator spars to 3/16 inch.

Incidentally, flying Spiro Nickolau's O.S. 60 Gold Head powered PB-2 with Futaba radio, several years ago, was our first experience with R/C old timers. In addition to getting us turned on to this great facet of modeling, it also acted as the first inspiration for our big-and-light conception of quarter-scale classic era R/C models, Mammoth Classic Scale. ●

engines were produced at this plant, but in very limited quantities. With the war coming on, and its attendant shortage of materials, the engine design was sold to Hurd.

Actually, the Comet 35 wasn't a bad running engine, and would have made an excellent Class C version of the Zipper However, this was not to be, and Earl Vivell cashed in on the design.

For the technically minded, the cylinder was machined from solid bar stock alloy steel. The piston was cast iron, honed and lapped for individual cylinder fitting. Crankshaft was hardened alloy steel. A special bronze alloy featured the wrist pin, with extra large bearings for the connecting rod and wrist pin.

A transparent gas tank was provided. Exhaust manifold was brazed to the cylinder, while the main bearings were bronze. Two gaskets were used in the engine to eliminate compression leakage.

According to the engine brochure, the engine would not overheat due to its large cylinder fins. Recommended fuel was three or four parts of white gasoline to one part of SAE 70 wt. oil. Bore was .765 inches, with a stroke of .763, making it practically a "square"

Continued on page 73