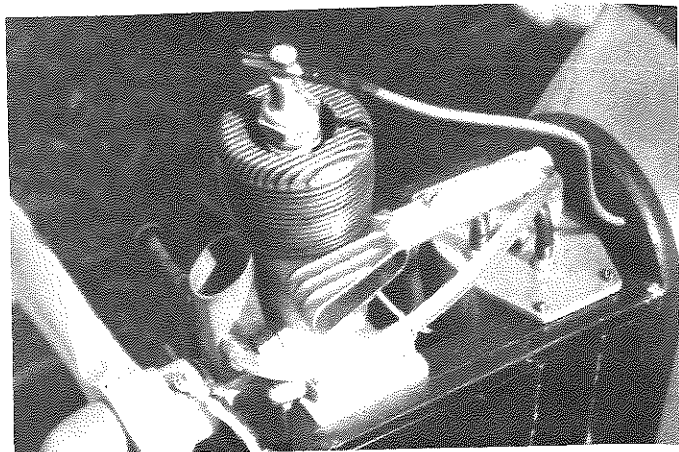


Hal Atkins prepares latest mini-ship, powered by his Trojan engine. Pic taken at the Old Rosecrans and Western site, 1937.

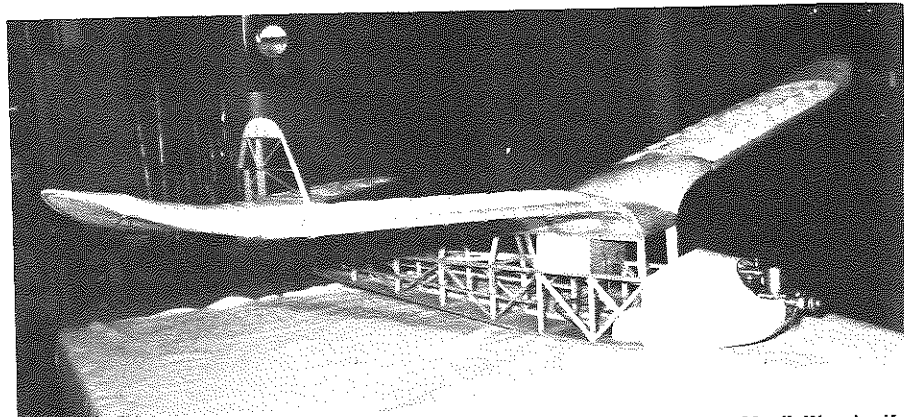


Otto Bernhardt (Mr. 77 Products) put front rotor assembly on side-port Ohlsson 60. Ship is wife Marge's "Trenton Terror."

The best thing about this meet was the winning of first by Bill Cohen's model. Cohen had broken his leg in a motorcycle accident the previous week, and had to depend upon his old Wyoming buddy, Tom Heiser, to do the flying for him. Tom's flying was probably the best therapy for bedridden Bill. What else can a buddy do for you?

Prizes were impressive to say the least, with the Brown Jr. Motor leading the list, followed by the K&B Perpetual trophy, and three trophies donated by **Model Builder**. Other prizes included P&W kits, Pond

Continued on page 100



Bob Jesperson, the "Milford Fox", did a great job on this Weathers "Mystery Man". Wonder if he's going to use the drop-off landing gear?

"RECORD • • HOUND" ...020 REPLICA...

OLD TIMER Model of the Month
Designed by: Henry Struck/Dave Sweeney

Drawn by: Dave Sweeney

Text by: Bill Northrop

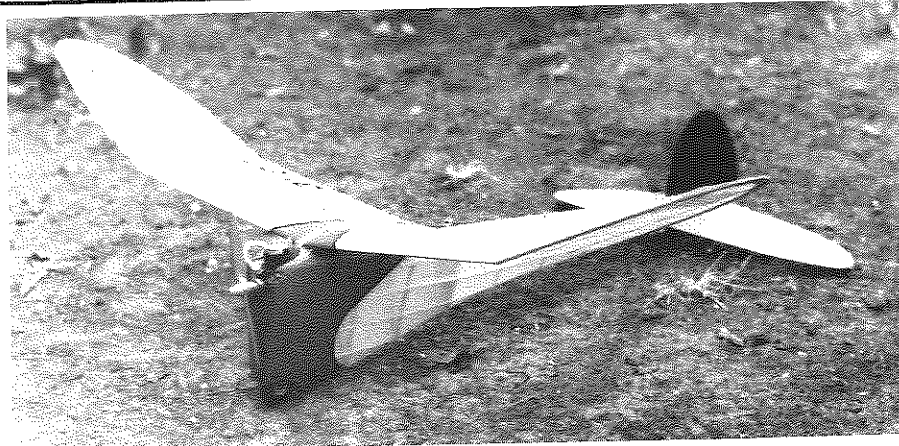
"RECORD HOUND" .020 REPLICA

How time flies! It seemed like only a few months ago that we published an article and plans for Henry Struck's "Record Hound" design, and yet, when we looked it up, it was exactly two years ago!

Dave Sweeney designed the .020 version to follow closely the construction of the original.

The wings are very standard, and need no explanation. Stab ribs are shaped after the framework is completed, in a manner similar to the construction of Taibi's "Powerhouse."

The original .020 rudder was formed of 4 laminations of .020 by



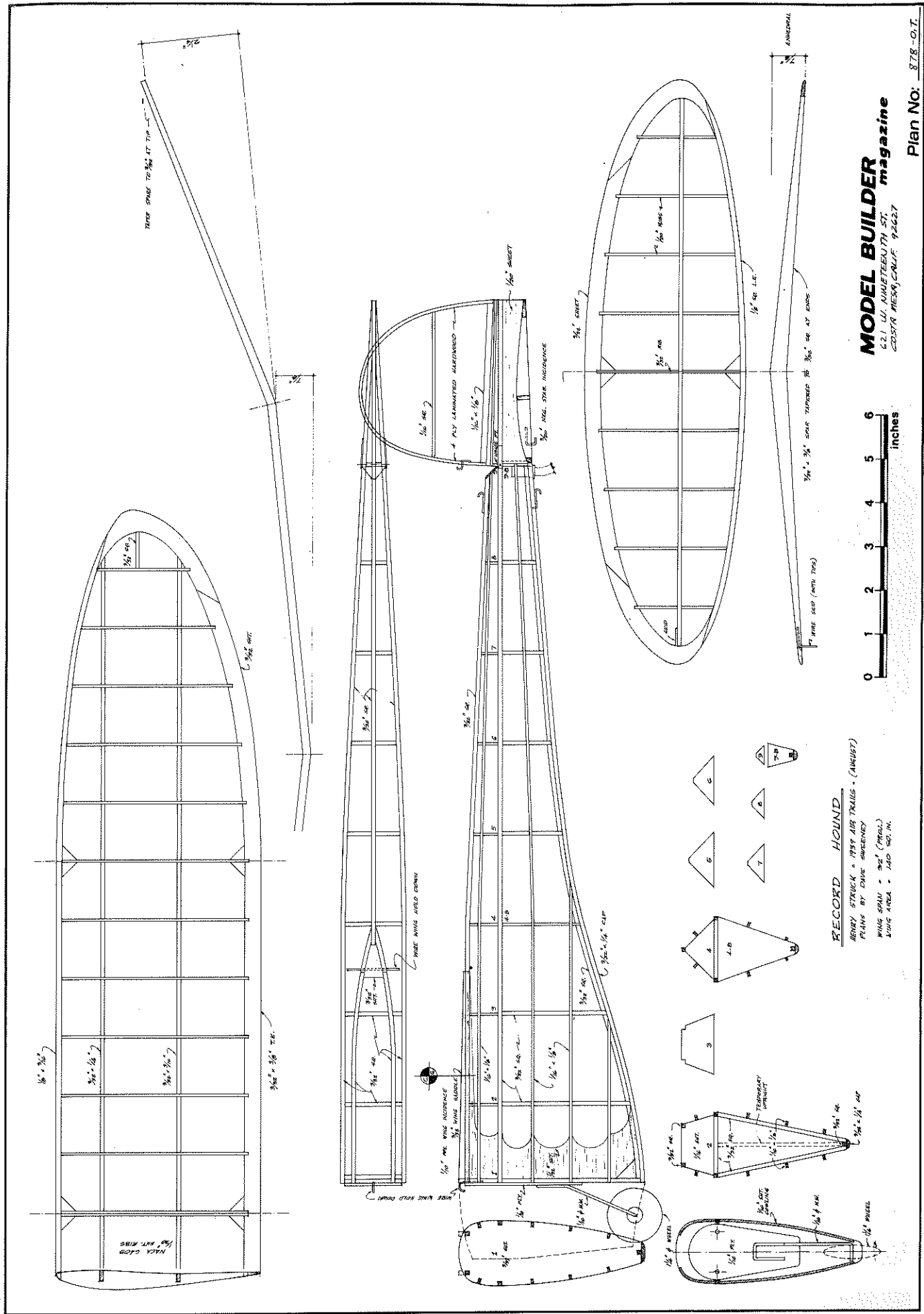
1/16 bass or spruce, soaked in hot water and bent around a cardboard form. However, Dave recommends the substitution of a 1/20 sheet rudder, as the original warped badly after a couple of hours in the sun and nearly caused a serious accident.

The fuselage is a simple crutch-type framework, with the top half built first. The engine was inverted in the original, and there is plenty of room to invert it in the replica. Dave mounted the engine upright in his prototype replica for easier starting.

IMPORTANT: When building the bottom half of the fuselage, the crutch must stay absolutely horizontal, with no up or down warps or

pulls, as any variation from horizontal will change the wing and stabilizer incidence settings.

For a dethermalizer, Dave hinged the whole rudder-stab assembly at the point shown on the plans. He used a nylon R/C hinge, cut to size and epoxied to 1/16 sheet balsa glued between the crutch longérons. A pin-type hinge was used on the prototype, but Dave suggests that a new "live" hinge might overcome the pin-type's tendency to become wobbly. He points out that a friend built the model with the stab hinged at the rear, allowing the leading edge to drop down for dethermalizing.



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Plan No. 878-G.T.



RECORD HOUND
 BERRY STRICK - 1957 AIR TRAILS - (AUGUST)
 PLANS BY ERIC SWENNEY
 WING SPAN - 32" (760)
 WING AREA - 140 SQ. IN.