

designer. Now, if you can come up with the correct name (be aware of tricks) and send it to Bill Northrop, you could win yourself another year's subscription to *Model Builder*. Just get the earliest postmark with the correct answer.

THE MAY MYSTERY MODEL . . .

Some Responses

A great number of responses came in for the May Mystery Model. . . The Thermic Trooper, by Frank Zaic, via Jetco. Interesting to me were the large number of people who converted the kit to a rubber powered model.

Bill Colish, of Harrison, NY, offered to send me a kit, "If I want to relive my youth." I do, Bill, but not that badly. . . thanks anyhow.

John Bodde, of Mackson, MI, noted that he converted his to a rubber model and flew it competitively in Class "C" rubber with a folding prop.

Don Qualls noted, ". . . R/C Modeler recently had a picture of one converted to single channel; pulse rudder equipped and flown as a slope soarer."

Kevork K. Fags noted that he ". . . packed about 2000 of these kits when (he) worked for Jasco part time as a teenager." Unfortunately, Kevork misidentified it as the Jasco Floater!

Keith Graydon, of New Jersey, noted, "I have built three variations of this model. Number one was built with a PeeWee .020. From the looks of the wreckage, maybe I should have used a lot of down-thrust. Number two had two loops of 1/4-inch Sig rubber. Maybe something bigger than a 7/16-inch prop would have been better. Number three was built as per plans but with an adjustable tow hook. All three models were a lot of fun but not fortunate enough to hook a thermal."

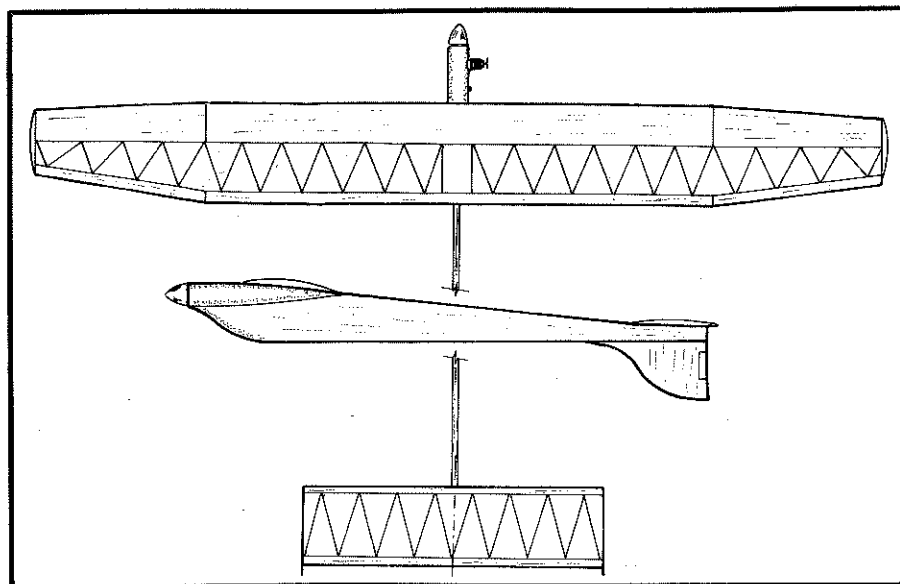
Clifford Osborne, of Ohio, comments, "If you want to have some good fun with gliders, get a set of plans for it (the Trooper) from John Pond and build a couple of them. Use a hi-start to launch them and be prepared to chase them and even lose them. . . they are great thermal flyers."

In New York, 7th and 8th grade students build between 20 and 40 each year. No mystery to these kids, according to Aerospace teacher, Earl Tripp.

Thanks for all of the comments, guys. Makes for good reading.

JUNE MYSTERY MODEL (wcn)

Well, it was a close call. Of the early returns answering the Mystery Model



AUGUST MYSTERY MODEL

question in the June issue, we went through the mail and had five modelers tied for earliest postmarked correct answer. But then there appeared, near the bottom of the stack, a postcard, printed in an unmistakable hand, the hand of a landscape architect, the hand of a free flight editor, the hand of one David Linstrum, Sarasota, Florida! The postmark on the card, with distance handicap, beat out the five-way tie by one day! Boy, was that a close call, because at *Model Builder* all ties win, there is no fly-off!

Incidentally, Dave comments that Stan Fink's "Contra-Bipe" Pennyplane (June '85) is a real favorite in Nicaragua. The CIA provides free kits! He also feels that Bob Stalick should come up with more "mysterious" models than June's "Sinbad" . . . a glider that dates back to at least the early '40s, and was designed by Henry Struck.

AUGUST THREE VIEW . . .

Bob's Boxtonian

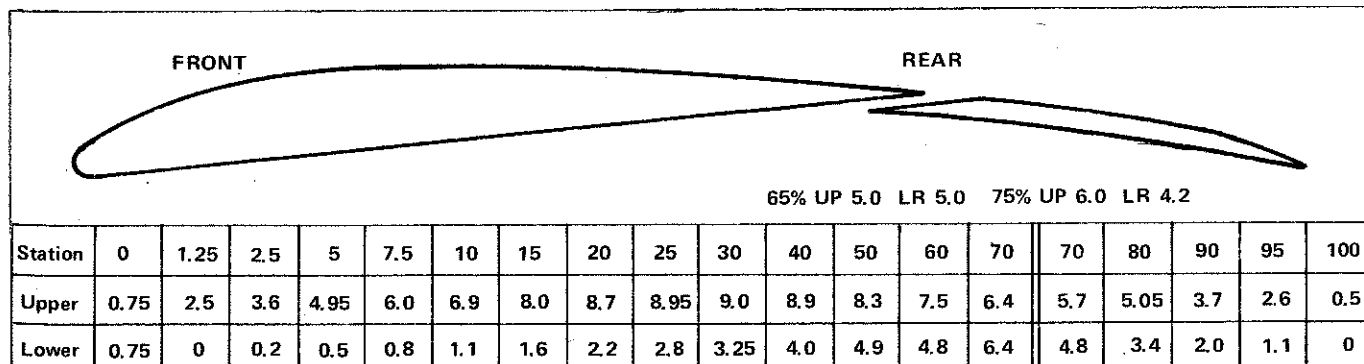
The goal with this model was to build a Bostonian that could be made to fly well and be easy to construct. My usual design concept with this goal in mind is to draw up something with a minimum of curves and a maximum of straight lines. Dave Linstrum christened the Boxtonian as the "World's Ugliest Model." It might be ugly (I don't think so!), but I did meet my objective. The ship flies very well . . . even with

a plastic prop, and it is easy to build. I used "hobby shop" wood throughout and covered it with lightweight Japanese tissue. Mostly, it was put together using Hot Stuff. My prototype model wanted to fly to the right, so the plan notes that some right thrust and other offsets will take it to the right. My usual flight pattern is to the left, for cabin models such as this, so if yours wants to go to the left, let it. As the winter flying season went on, I found that the incidence block noted under the stab trailing edge was unnecessary. In any case, when you build the model, you should not glue the trailing edge of the stab down onto the fuselage. This will allow some trimming to be done as needed.

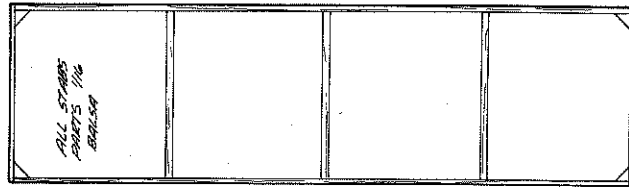
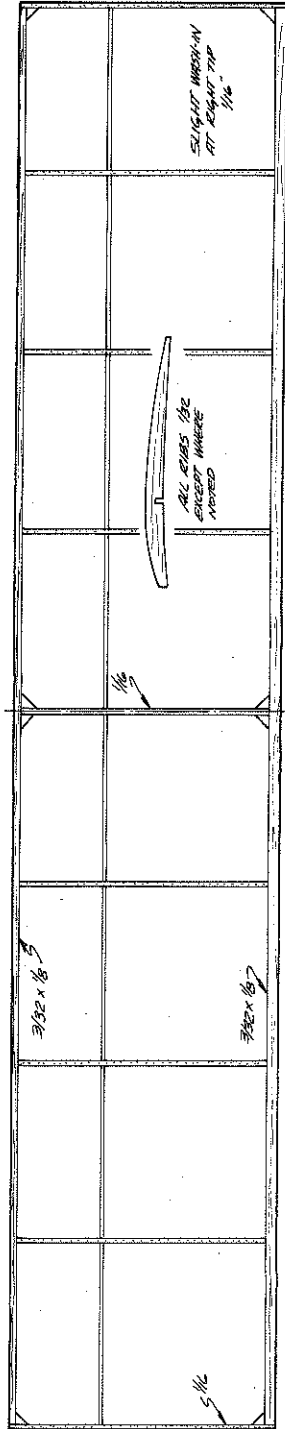
The window area is much larger than what is required by the Bostonian rules. I designed it this way in order to give the boxy ship a little more character. My windshields are made from the celophane that is used to cover cigarette packages. . . find a smoker, if you are not addicted. (There must be a better source! wcn)

I think that you might want to build one of these as your first or second Bostonian. It's a good one to begin with. . . and it flies very well. By the way, I did have a pair of Hungerford spoked wheels that I used on mine. They didn't make the ship fly any better, but they did improve the appearance. Try it out, you might get hooked

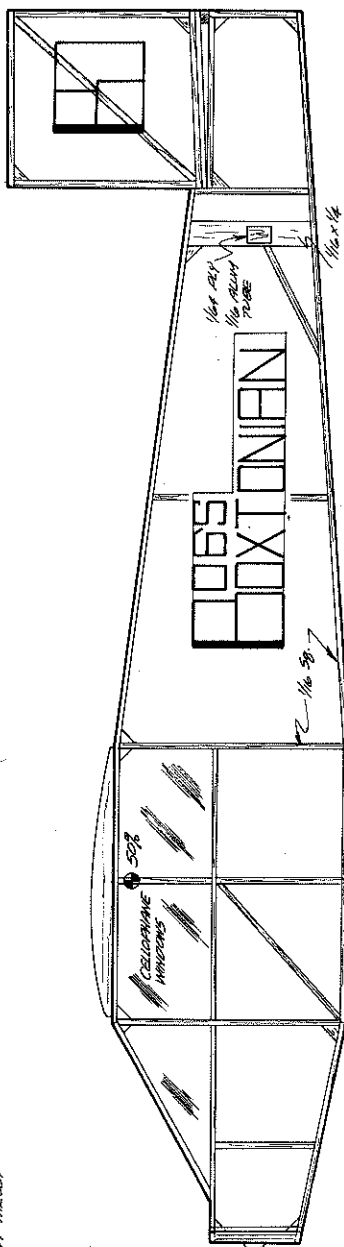
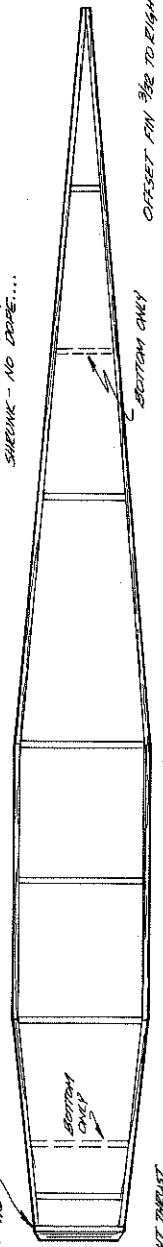
DARNED GOOD AIRFOIL - BENEDEK 6456F MOD. (HADAS)



DIMENSIONAL $\frac{3}{8}$ EACH TIP



COVER NOSE WITH LIGHT WEIGHT TISSUE, LIGHTLY WATER SHEDDING - NO DROPS....

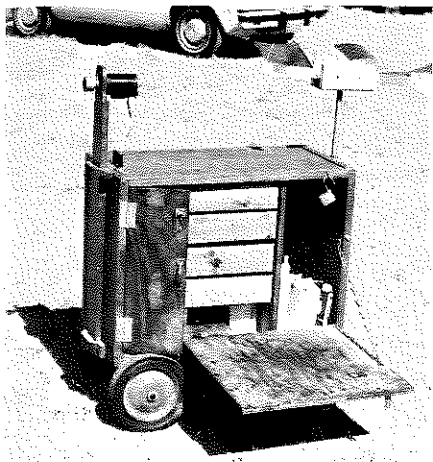


Bob's Boxtonian by Bob Stalick

ORIGINAL WEIGHT: 11 Grams
 POWER: 16 LOOP of .10 FAI Rubber
 FLIGHT PATTERN: RIGHT
 ORIGINAL COVERED WITH WHITE SUPERDINE
 TISSUE WITH BLACK & SILVER TAPPA
 FULL SCALE PLAN 1/85



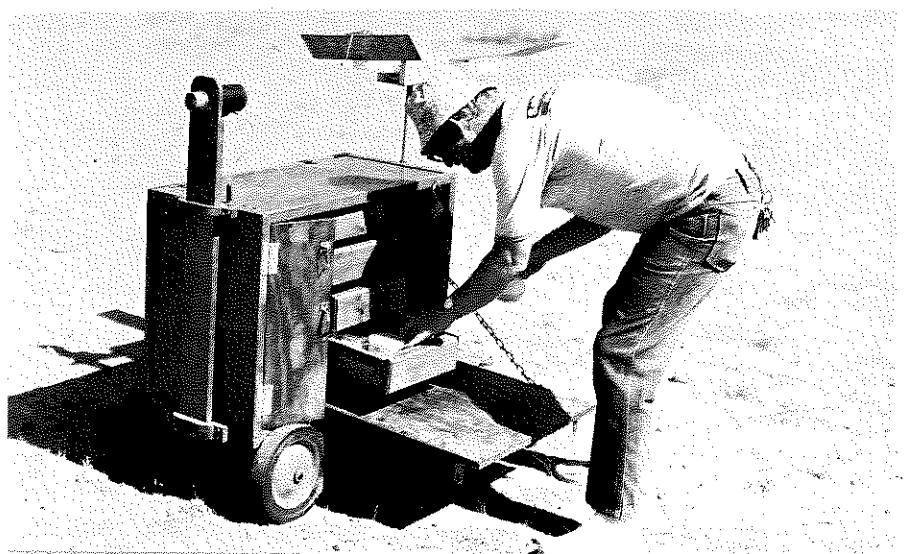
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Larry Fry's Magic Flight Box. Starter on left, stooage on right. Hardware wheels.

on Bostonian as I did. (You shoulda used square wheels, Bob, to be consistent! wcn) **AIR EXPRESS 300—One More Time**

As you can see from the list of NFFS Top Ten Models for 1985 that accompanies this article, Phil Hainer's Air Express was selected as the Small Gas Model of the Year. Phil has had some difficulty getting all of the die-cutting for the kit to be to his satisfaction, but he informs me that he now has available a complete wing and stab rib kit for sale. The cost, postpaid, for all 44 ribs, is only \$13.50. The postpaid part is only true here in the U.S.A. Foreign free flihters who might be interested should include added money for overseas postage. Drop a line with your check to Phil Hainer, c/o Flite Rite Models, 10412



Larry Fry and his Magic Flight Box. Holds lots of stuff; everything but that one item you need, right?

S.E. 228th, Kent, WA 98031.

FLIGHT BOX by R.B. McKenna

The *Satellite* reports, "This is a simple and efficient, effective flight box, which comes in mighty handy when he (R.B. McKenna) tries to start his Class D engines... like an OS Max 65 Racing Blue Head Schnuerle. When it lights off, stand back, and then is when you are really glad you spent the time and effort to build this box. "In fact, starting any of the modern-day engines is a risky business if you don't have some sort of electric starter. Especially when you use a fiberglass prop; the fingers aren't much of a challenge for those

props to whack off.

"R.B.'s flight box can be dismantled very easily by unscrewing two wing nuts from the two bolts that hold the starter board to the starter box. On top of that, the hinge in the middle of this board makes it easy to carry in the car by just folding it in half."

If you have been pondering such a starter-equipped flight box, study the drawings accompanying this article. Perhaps, some ideas will come to your mind that will improve on R.B.'s design.

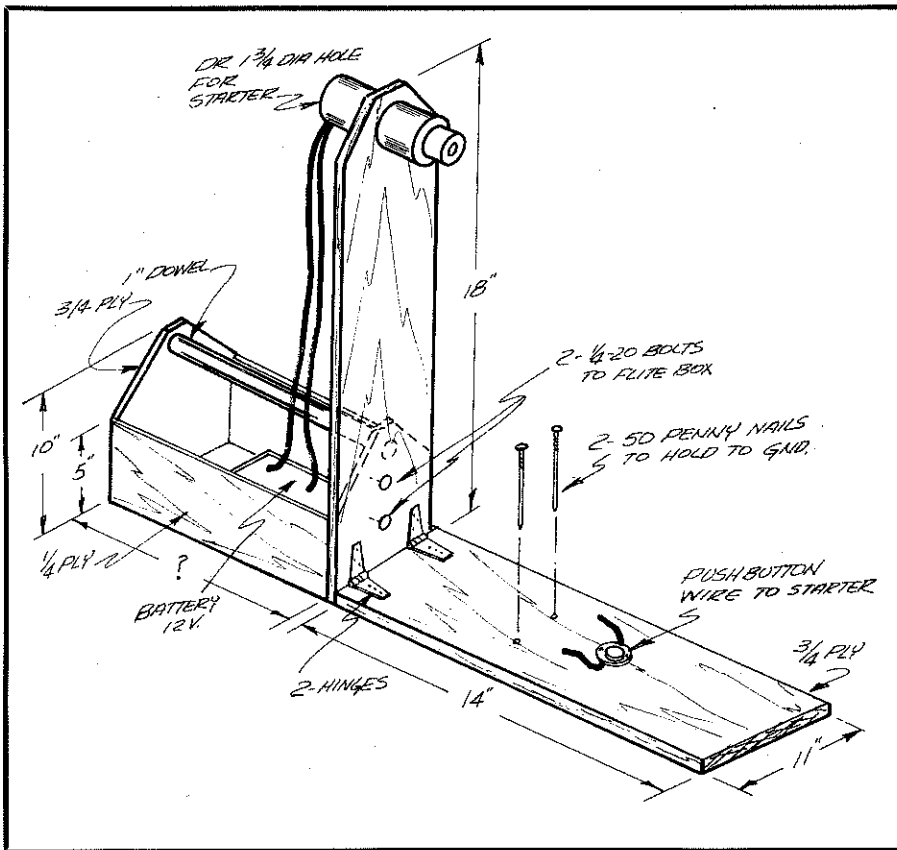
LARRY FRY'S MAGIC FLIGHT BOX

Steve Riley's recent letter includes some pix of Larry Fry's flight box. This box has been seen around the flying fields near Phoenix, AZ. Steve notes, "First you will notice the starter on the left and the winding stooage on the right. On the top next to the starter are jacks to plug in 1/2A starters, glow plug clips, etc. The door on the left contains a car battery and a motor generator. . . It's a 12V motor that drives a generator that puts out lots of 110 volts to run soldering irons, hand drills, coffee pots, blenders, and whatever. The stooage comes out and is replaced by a handle to tow it back to his trailer where it is carried between two chase bikes." Now, you have two different flight boxes to pique your curiosity and imagination. Got some good ones? Send in some pix or a sketch or . . . both.

RADOFF RESPONDS. . . "Beginner's Model, They ain't no such thing!!"

In the May issue of *Free Flight*, I proposed that the indoor rubber duration events had gotten out of hand and some sense should be installed by combining certain events, eliminating others and instituting a new event. Manny Radoff, well-known indoor flier, responded quickly and forcefully.

Manny traces the development of the Paper Stick model and the EZB. Then, he notes that the Penny Plane, "The Ultimate Beginner's Model," was touted highly. In all cases, the flight times in the national records are way up there. He notes that the P-24 or P-18 I proposed will not do anything but hold down the times of the experts who choose to fly it.



R.B. McKenna's flight box is smaller than Fry's, but starter is still at handy height, and is activated by foot-operated pushbutton. Length of box to suit individual requirements.