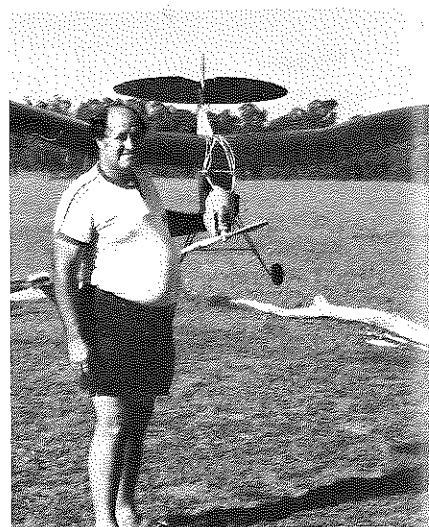


15. A portion of the outstanding display by SAM 35 at the British Model Engineers Exhibition. Beautiful in color!



16. Barry Lee and his O.S. 60 four-cycle Flamingo at Aussie Texaco event.

Now let's get to what the boys are using.

**Results**

*Class AB*

1. Ron Doig (Playboy/McCoy 19) . . . 16:36
2. Brad Allen (Demon/Cameron 23) 14:41
3. John Johnson (Clipper/ED) . . . . 10:54
4. Eut Tileston (Lancer/Enya 46) . . . 9:39
5. Bill Bowen (Rocketeer/ST 19) . . . 3:00

*Class C*

1. Eut Tileston (Lancer/OS 90) . . . . 37:13
2. Jim Adams (Playboy/Cyke) . . . . 36:43
3. Phil Bone (Dallaire/Enya 90) . . . 15:46
4. Charles Critch (Ehling/Spitfire) . . 14:38
5. Don Bishop (Mite/OS61 4c) . . . . 10:30

*Antique*

1. Eut Tileston (Lancer/OS 90) . . . . 29:06
2. Phil Bone (Dallaire/Enya 90) . . . 27:26
3. Hardy Robinson (Bomber/OS 90) 25:00
4. Gary Smith (Dallaire/OS 90) . . . 24:19
5. Bob Angel (Lanzo/OS 90) . . . . 24:02

*Texaco*

1. Eut Tileston (Lancer/OS 90) . . . 45:00
2. Jim Adams (Miss America/OS 60) 19:23

3. Bob Angel (Lanzo/OS 90) . . . . . 18:59
4. John Pond (Dallaire/OS 60) . . . . 17:01

4. Bob Angel (Playboy) . . . . . 5:31
5. Ivan Tarbert (OOS) . . . . . 1:43

**Table A**

Engine	Displ.	Wt. (oz)	Max. HP @ RPM
HP VT-21	.21	11.4	.24 @ 12,500
SAITO FA 30	.304	11.7	.37 @ 12,100
ENYA 35	.357	12.4	.44 @ 11,000
O.S. FS-40	.396	12.1	.46 @ 11,200
ENYA 40	.405	13.0	.47 @ 11,200
SAITO FA 45	.457	14.0	.51 @ 11,400
ENYA 46	.457	14.0	.72 @ 13,200
O.S. FS 60	.607	20.6	.62 @ 10,500
O.S. FS 61	.607	19.3	.89 @ 11,500
ENYA 60	.607	21.5	.84 @ 11,800
O.S. FS 75	.759	20.3	.77
ENYA 90	.911	28.2	1.28 @ 12,000
O.S. FS 90	.912	22.8	1.32 @ 11,500

5. Hardy Robinson (Bomber/OS 90) 16:10

*1/2A Texaco*

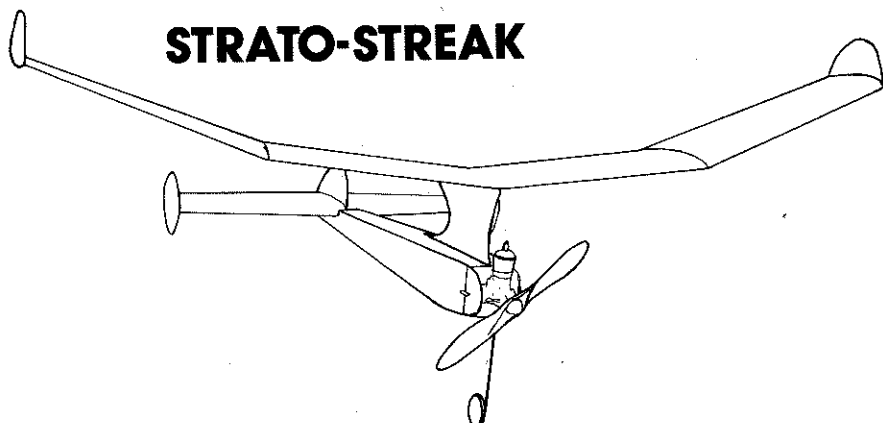
1. Eut Tileston (Westerner) . . . . . 26:42
2. Phil Bone (Playboy) . . . . . 23:31
3. Brad Allen (Aero Champ) . . . . . 21:06

**ENGINE OF THE MONTH**

Probably the next largest engine manufacturer to the Ohlsson & Rice firm

*Continued on page 64*

**STRATO-STREAK**



**OLD TIMER Model of the Month**

Designed by: Louis Garami  
 Drawn by: Paul Plecan  
 Text by: Bill Northrop

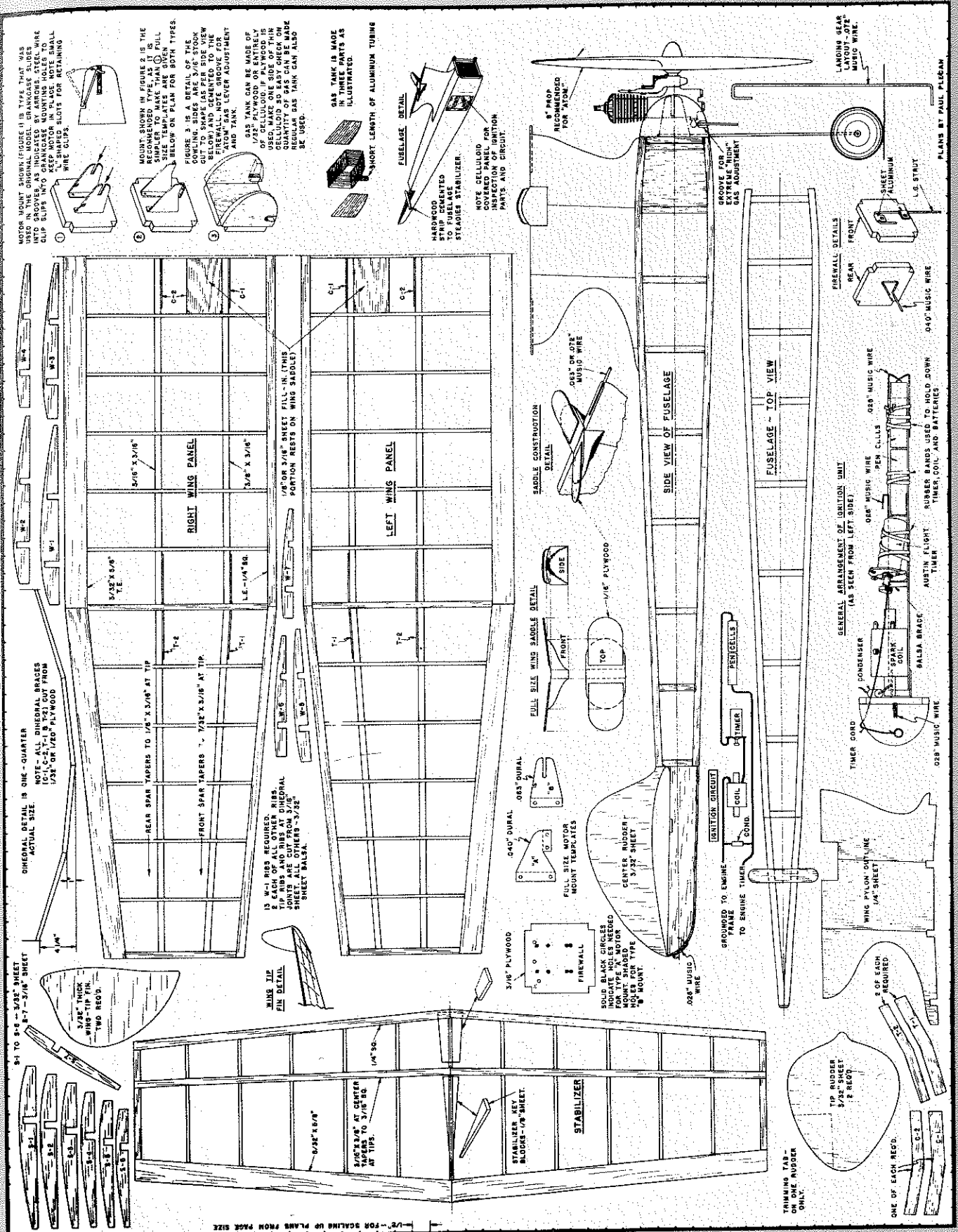
• One of the most popular Old Timers among those modelers who enjoy the free flight competition end of the game, just barely made the O.T. deadline. Louis Garami's "Strato-Streak" was published in the December, 1941 issue of *Air Trails* magazine. Garami, a long-time proponent of the small gas model, from the first appearance of the Atom engine, was best

known for his all-sheet balsa fuselaged models, such as the "Molecule." Where models of this type were unique, they were not that competitive. The "Strato-Streak," on the other hand, was, in Garami's own words, "...created to prove beyond all doubt that the vest-pocket gas model can compete almost on an equal basis with larger-sized contest gas models."

Garami certainly made his point, as the "Strato-Streak" has dominated the winner's list ever since, many times out-performing models designed 10, 20, 30, even 40 years later! The "almost" in Garami's statement could only be attributed to the "Streak's" rapid disappearance from timers' eyesight because of its diminutive size of only 40-inch wingspan!

The plans were originally drawn by the late Paul Plecan, and were among the first to be presented in a magazine whereby full-size copies could be obtained. The

*Continued on page 101*



tery month, as I do have one more new battery-type item to tell you about, and as we are already on the subject, we might as well get right into it. It is another one of those inexpensive electronic goodies that can result in saving you an airplane. If saving airplanes is of interest to you, read on. This one is called the . . .

#### ANSHIN BATTERY ALARM

It does something quite useful, in my opinion, that only a few of the European radios have included up to now. This is an add-on, however, and can be used with any R/C system. The Anshin becomes part of the airborne system, being plugged into it.

In the event that the battery voltage drops to a preset critical value, a warning LED lights, and continues to blink. Well, so what good is that, you say, while you are chasing clouds at five hundred feet. Not much, I'll admit, but the Anshin does something even better, it'll pull your throttle back to a preset position for a second, for a total of four times at two-second intervals. Now if that doesn't make you wake up and land, maybe you can hook it up to eject the wing, or something!

Seriously though, it should be more than ample warning, and knowing that such a system is on board, you'd know what it was and not put it off to "a speck of dirt in the fuel," or one of those other little problems that cause engines to stutter like that.

Obviously, this item can be used in all types of R/C models, glow engine or electric, power or not. For example, it would provide a proper warning in a sailplane when installed in the elevator channel, to give a series of "ups" at the proper time.

The Anshin Battery Alarm is available in two models, one for five-cell packs which is set to trigger at 5.8 volts, and one for four-cell batteries which will do its thing at 4.65 volts. I've had an opportunity to bench test a four-cell system; it worked as advertised, doing so consistently and quite reliably.

The Battery Alarm measures .6x1.25x1.75 inches, and weighs 1.2 ounces. The installation is fully plug-in, and only the usual receiver type of care need be given to the small package. The critical voltage setting has been made, you need only adjust a small control to set the point to which you want the throttle or warning control to move, and you can go flying with a little more insurance.

At present, the Anshin Battery Alarm is available with plugs for Futaba, JR, and Molex. . . please specify. Installing other harnesses should be fairly easy as all of the lands inside are nice and wide and the usual red for positive, black for negative, and a third color for signal is followed and should be observed. The "how much" is \$59, postpaid, but don't forget the usual percentage for the Governor if you are in California. The "where" is Condor Trading Co., PO Box 3479, Mission Viejo, CA, 92690; (714) 768-6933. Dealers can obtain further information from the same address.

#### CAPACITOR/CONDENSER

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subject of batteries and related items, at least for this month. The subject of when is a capacitor a condenser and vice versa, has come up recently, and I'd like to talk about that a bit.

I know I've already confused some of you. . . those of you who have grown up with solid state electronics speak only of capacitors, believing condensers are something you find in refrigeration equipment. But those of us who grew up with grids and plates (that'll REALLY confuse them!) and ignition model engines, first learned to speak of them as condensers! Actually, the words mean the same and are interchangeable, though the IEEE (Institute of Electrical and Electronics Engineers), one of whose functions is standardization within the electronics industry, recommends the use of "capacitor," and refers to "condenser" as an obsolete term.

The capacitor is a multi-purpose electronic component, and depending on the circuit and its place therein, may act to filter, couple, by-pass, block, etc. It is basically two conductive plates with an insulating layer between them, the latter; paper, mylar, tantalum, ceramic, etc, often being used to describe the type of capacitor, and often it's intended use.

The unit of measurement for the capacitor's electrical size is the Farad, named for an Englishman, Michael Farad, an early experimenter in this field. A farad is a rather large unit, and for practical purposes, small sub-multiples of capacitance called micro-farads, being a millionth of a farad and abbreviated as mfd, mF, or uF, are used. There are even smaller values, called picofarads, being millionth of a millionth, and abbreviated pF in common use. This latter term is often referred to as a "puff," as in a 50 puff capacitor. I believe the term originated in England, though you hear it more and more in this country. At least in parts of this country. . . at least in certain parts of this country. . . I have friends in Alabama who speak of "variable capa-sitters," meaning of course, variable capacitors.

So much for our electronic history and semantics lesson for the month. Till the next one!

#### 200, AND COUNTING

I have to take a little bit of space, and

a little of your time for something personal and off the electronics subject, but which I still want to share with you. I have just passed my 200th article published in the model press, which is something of a landmark for me, especially as I didn't keep count and never knew when the first hundred was reached! I would like to thank all of you for the acceptance that you have given my efforts, and for all of the nice letters that have arrived over the years. I appreciate all of the input and help you've given me, yes, even the criticism is a help, and I certainly enjoy meeting those of you who take a minute at the IMS, Toledo, or at a contest, just to say "Hello Eloy," and who offer me your hand to shake. I must offer a special thanks to "WCN," as he signs himself; he was the first to accept my work and to offer help and encourage at the beginning, when it was most needed. He has also published the greatest part of what I have written, and now that I think about it, he actually got the worst end of the deal. . . he HAS to read what I write, the rest of you have a choice and can flip to Mitch Who or somebody.

Anyway, to all of you, my friends, I want to say "Thanks" once more, I hope I have helped you toward enjoying the R/C hobby as much as I do.

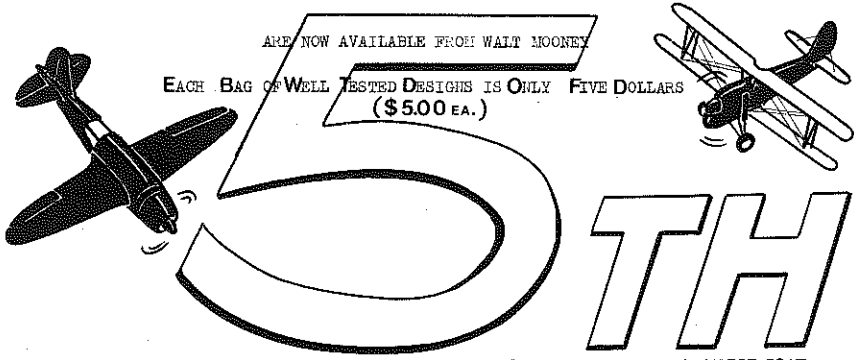
Old Timer . . . Continued from page 38

reduced Strato-Streak plan in the magazine had half-inch scale marks all around

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the-border, thus permitting the ambitious draftsman/modeler to make his own full-size construction drawings. Only one month later, the reduced plans in *Air Trails* were carefully stripped of any dimensional giveaway, thus more or less forcing the modeler to send in, get this, ten cents(!) for the full-size plans.

Our plans are blown up from the reduced plan in *Air Trails*, using the half-inch markers and knowing that each flat wing half is 20 inches in span. Instructions in the article were very sketchy, but the plans are clear enough not to require any clarification. In mentally going through construction, we found the only vague area to be the tail end of the fuselage, as no wood size information is to be found. It appears that 3/16 sheet sides are butt-glued to the aft end of the built-up box fuselage. The bottom of the 3/16 sheet is cut 1/16 undersize to allow for 1/16 sheet covering of the bottom. Where the sheeting starts to curve up, be sure to put the 1/16 sheet on crossgrain. To stabilize the tail section in the D.T. position, the saddle piece can be moved forward to be under the leading edge, and the leading edge itself should be made straight where it meets the fuselage, to prevent the wobble.

Notice we've said nothing about location of the balance point... neither did Garami. He did specify that the model should turn right under power and glide to the left. His model had a 1/16 shim for right thrust, and a 1/4 inch of left turn in the left tip-rudder tab.

**Fuel Lines . . . Continued from page 52**

words later, you've managed to bugger out four holes in the mount. Of course, they are supposed to match the four in the engine lugs. Well, the simple fact is that some three usually will, but that other sucker just won't line up.

At this point you can do what most guys do... drill all four holes bigger until you can force a fit. Honestly, that's really not very tidy... it's sloppy! Is there an alternative? Yep! It's new on the market. Let me hasten to mention that I don't normally review products, but this one is so good it

deserves it.

One photo this month provides a get-acquainted look at a drill jig from Hal Payne Enterprises (1843 Torrance Blvd., Torrance, CA 90501, (213) 320-3068.) Interested? As you can see, an engine mount is roughly positioned in the fixture. In a second photo, locating pins have been inserted into the drill guide holes. The third photo depicts the guides with pins maneuvered into position with the crankcase. When you have everything aligned the way you want it, simply tighten a few nuts, remove the crankcase and pins (see photo) and then drill holes through the drill guides. If you use a hand drill to do this, an extra alignment bar is also provided.

Complicated? No. It's a lot simpler than it may sound, and in my opinion, it's the first satisfactory universal engine-mount drilling fixture! The price is a relatively modest \$24.95 plus \$2.50 shipping. For what all you get, it's a deal. I sincerely don't think you'll be disappointed. If I ever meet Hal Payne, I'm sure gonna heartily shake his hand.

**Lara . . . . . Continued from page 59**

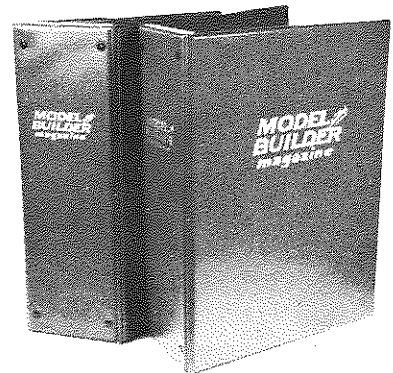
can cut the firewall from plywood and the other bulkheads, that lie between the engine mounts, from sheet balsa. Epoxy the engine mounts to the plywood firewall and bulkheads, making a separate unit. Add to this unit the wing pylon of hard, 1/8-sheet balsa.

Next cut out all the remaining fuselage bulkheads, which are circular. Starting at the small end of the fuselage, position them inside the sheet balsa tube in the manner indicated on the drawing. (The formed sheet is presumed thoroughly dry by now.) Make sure the cement isn't wiped off the disc-like bulkheads as you position them. Tape tube edges together as they are installed, or use an instant glue such as Hot Stuff to close the tube. You will probably need to wet the outside of the sheet tube in order to get it to lay snugly around the smaller bulkheads near the tail.

It will become evident that the three-inch wide sheet isn't quite enough as you get close to the pylon T.E. while installing

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bulkheads. To fill in this wedge-shaped opening, it will be necessary to add some small pieces of preferably hard balsa. Also it will be best to use narrow strips of hard 1/16 sheet balsa to sheet the fuselage from the plywood firewall to a convenient bulkhead near the aft end of the balsa pylon. Don't forget the sheet balsa doublers in the area near where the front edge of the horizontal tail is strapped down.

A word about the fuel tank shown. It is a pressure tank, and the pressure fitting Cox provides is put into use. Drilling a 1/32-inch hole through the fitting on the side of the shaft housing after removing the crankshaft. Sure, a pen bladder will accomplish the same thing, but it also dangles here and there. I thought the name of the game was aerodynamic effi-