

ness as Champion Products, 1104 Architect Building, Dept. 23, Los Angeles, California, in the general vicinity of former engine manufacturing sites for Torpedo, et al. Things didn't change very much!

FROG 175 REVISITED

The engine portion of this column is probably the toughest portion to write, as the engine collectors are real particular about the right information and, of course, the engine with all correct parts shown.

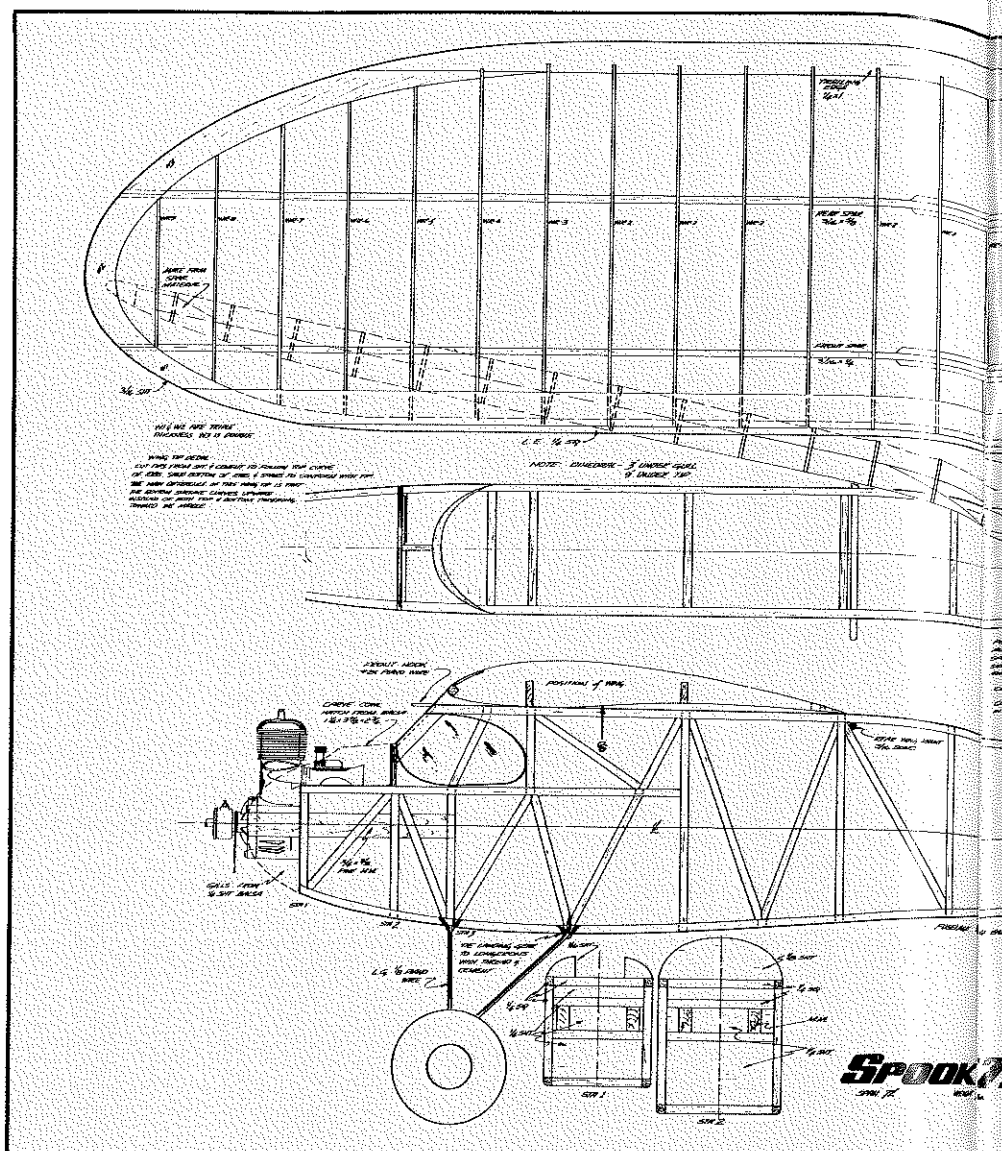
Such is the case of a letter received from Gareth P. Newton, 137 Motuhara Road, Plimmertown, New Zealand, who says the following about the Frog 175 engine appearing in the November issue (1986) of *Model Builder*.

"I checked your references in the December 1947 issue of *Aeromodeller* of the Frog advertisement and find it does not mention the engine was capable of being used as a glow version. To the best of my knowledge, it was never intended as such. I have one of the first Frog 175 engines to arrive in 1948 at New Zealand. (It is still in running order!) I never was able to get it to run properly as a glow engine, although it runs like a sewing machine on ignition and 3 to 1 mix of "white spirit" and SAE 70-weight oil.

"My feelings are that you are confusing the 175 with the 160 Red Crown which appeared in the International Model Aircraft Company advertisement on Page 449 of the August issue of *Aeromodeller* and illustrated in the November 1948 issue.

"My 175 does not have the cleaning gland in the fuel inlet nor the tee joint for the intake tube, mine going straight into the end of the spray bar. With the coarse thread in the needle valve thimble, I find fuel settings are very very critical. I notice your draftsman has shown what I suspect is an original WICO-PACY spark plug. I had one, but it proved to be very unreliable, mostly due to gas leakage around the gland nut. This problem was partially overcome by putting a drop of gasket cement around the base of the flange of the center electrode. However, the engine runs much better with a Champion V2 or V3 spark plug.

"As an aside, I don't really expect you to remember the occasion when we met in



1981 when I spent a great deal of time with Dick Dwyer. He took me around to your printing establishment and, from there, we then spent a wonderful evening at your home. My memories of that week and all those wonderful friendly people are as

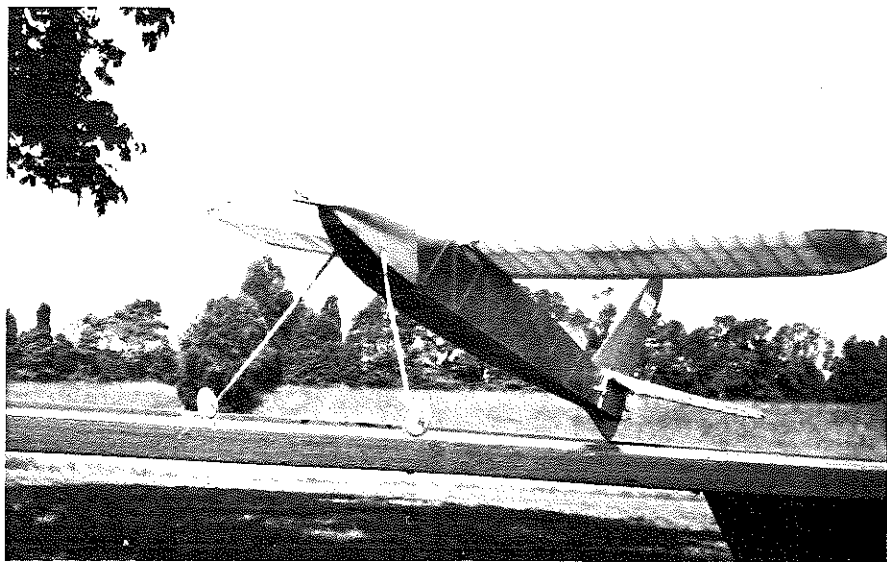
fresh as if it were only yesterday. I also recall the lovely apple pie that Maryann provided for supper!"

40 YEARS AGO, I WAS . . .

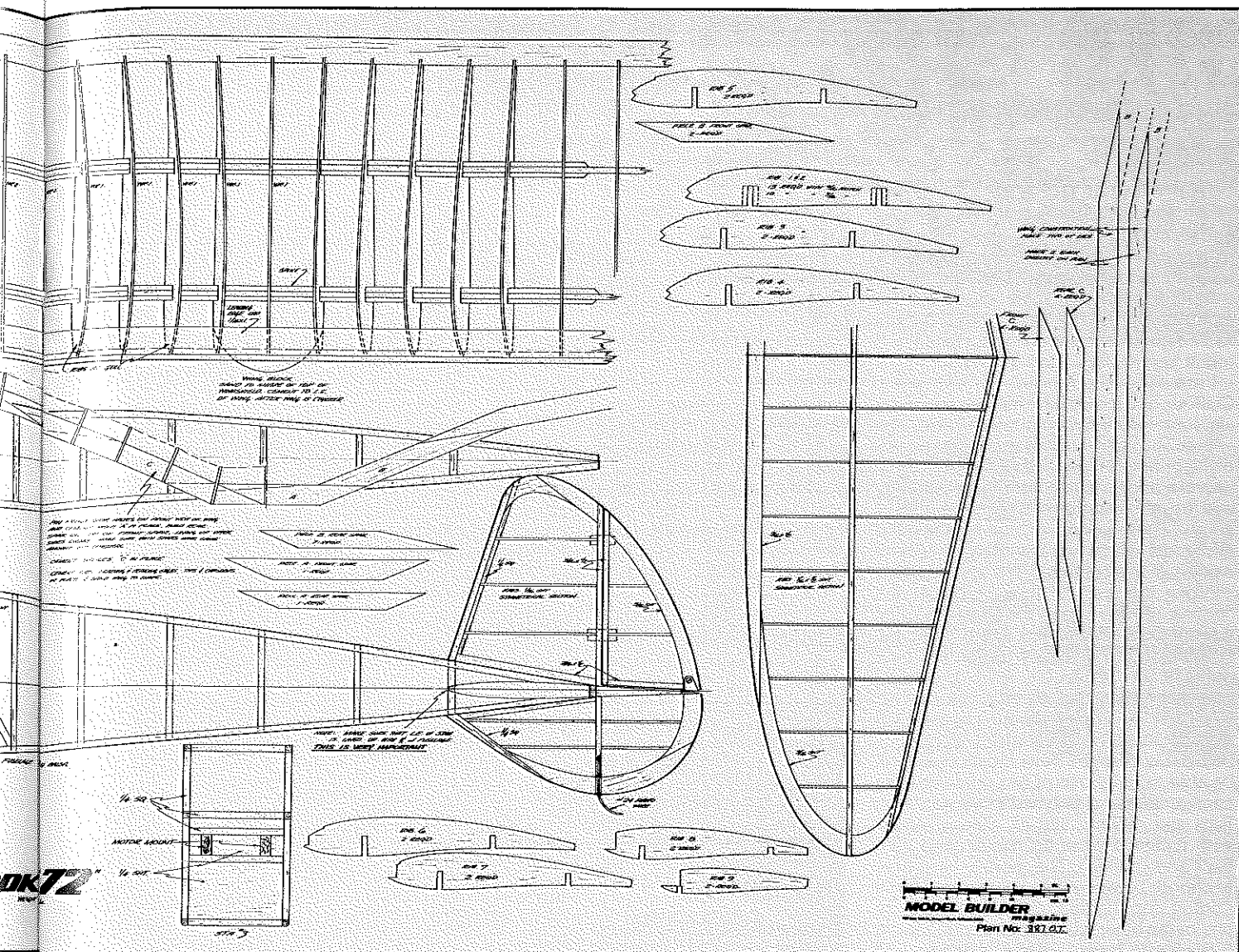
We have been holding a copy of a photo appearing in the *Salt Lake Tribune*-



15. Bruce Augustus, Idaho, says his Bay Ridge Mike is the most consistent 1/2A model yet!



16. Jerry Persh, from Virginia, poses this English design, called the Isis, on a park table.



Telegraph under an article written by Jack Douglas, then the largest hobby dealer in Utah. Sent in by Brad Allen, now of SAM 51, Photo No. 10 shows Brad at the tender age of 15 with his pal, LeMar Winegar. The publicity shot is intended to stir up interest in the "New Contest" sponsored by the International Aviation Club under the aegis of the Salt Lake Tribune-Telegraph.

Newspaper Jack Douglas used this photo to describe how gas-powered model airplanes are constructed. Interesting to note is the mounting of the motor; simplicity itself! This is the way the later Baby Cyclone engines were marketed; in an aluminum ready-to-mount engine frame. (The earlier versions featured wooden mount frames.) What made the engine installation so simple was that the ignition package was included on a ready-to-run basis.

The model, identified as a Taylor Cub, appears to be from the Megow kit of the Piper Cub J-2 with a 53-inch wingspan. Outside of the engine, most kits in those days came complete with wheels, landing gear, balsa ribs, and framing material. In some cases, dope and cement were included. This was a great help to the younger set. Too many

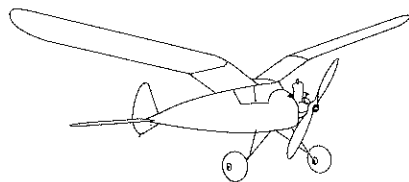
Continued on page 82

Old Timer of the Month

SPOOK 72

Designed by: Barney Snyder & John Muir

Text by: Bill Northrop



• Fourteen years ago, in the September '73 issue of *Model Builder*, we featured the "Spook 48" as the Old Timer Model of the Month. Hopefully that is enough time spread to present the 72-inch version without boring you by repetition.

The ship was designed by Barney Snyder and John Muir, and kitted by Snyder's Modelkraft model company.

The following test flying instructions are reproduced exactly as printed on the original kit plan. When the "Spook 48" was published, it was pointed out that on the model built by Marge Bernhardt, wife of the late Otto Bernhardt, the entire fuselage was separated and hinged at the top, just ahead of the stabilizer, for the dethermalizer.

TEST FLYING—Adjust battery and coil so that they will balance at point shown on

plan. Take ship to a smooth field and use just enough engine power to make it taxi. Run it across ground, adjusting rudder until it runs in a straight line. Put piece of wood about 1/8" thick under trailing edge of wing to keep ship from flying. When ship runs in straight line, take piece of wood out from under trailing edge and give engine a little more power, just enough to take off. Set timer for not less than ten and not more than twenty seconds. Adjust rudder for desired circle, increasing power a little at a time. If ship has a tendency to stall as power is increased, tilt motor down. Increase downthrust until ship can be flown with full power. Ship should circle to left under power, but do not insist on this as some

Continued on page 91

The status of young participation is probably also a reflection of the changing times. The "junior problem" has been bantered about for decades, but in reality young modelers are scarcer than ever. (The exception being, the surge of R/C car popularity.) As we have soapboxed before, this has become a culture that must have instant gratification, and genuine modeling sure doesn't fit that scheme! That goes for adults, as well as young people. Onward . . .

In our last column, I promised some test results on the new Fox Combat Special Mark VI. Well, sorry, I don't got it. I ran my copy as did several other guys, and some problems. There has been some redesign in the piston configuration which should take care of the initial problems that were experienced. In all fairness, we will wait until there is a chance to test the changed version. We owe a lot to Duke Fox for going to effort to first of all putting out a new design motor, and then making sure it will be right.

Speaking of engines, I just received a new catalog from Tom Dixon, who specializes in stunt engines, both stock and reworked. His line includes Fox, Merco, K&B, and Royal. He also sells Bolly Props, which are high quality fiberglass units made in Australia. Some new sizes have been added, which puts the total selection to well over one hundred offered. And last, but not least, he has plans available for just about every stunt ever published or kitted. His address: Tom Dixon, Suite 401, 1938 Peachtree Road, Atlanta, Georgia 30309. Tell him that Mike sent ya.

Another catalog of note is the one received from Bear Enterprises. The cover says, "Catering to the Control Line Connoisseur!" and that it does. Lots of combat flying oriented stuff, but also lots of general use CL equipment, some of which hard to find. To get their catalog, send two bucks to: The Bear-Den, 2709 Turtlecreek Drive, Hazel Crest, Illinois 60429.

Hmmm, I had wanted to get back into our series on Racing, but it looks like space and time is running out. Stay tuned to next month, and we'll delve into some hardware information. Meanwhile, as this issue hits, it should be contest time. For you practicing racing people get out and practice and compete. For you soon-to-be racing enthusiasts, get out to contests, watch carefully, ask questions, and take notes.

Keep your lines tight, Mike Hazel, 1073 Widemere Drive NW, Salem, Oregon 97304.

Spook 72. . . . Continued from page 43

ships would have to be rebuilt to keep them from flying to the right. Keep the circle wide enough so that the ship does not spin in. The ideal circle is one that is tight enough for the speed of the plane to put it into a glide without a stall and dive. Too tight a left circle is corrected by turning engine to right. When this particular ship is adjusted properly, it has very good "rolling" characteristics.

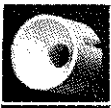
NOTES—Use about five to ten degrees downthrust if using an Ohlsson "60." Make only one adjustment between flights. Cement all joints three times. DO NOT HAND

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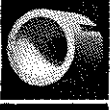
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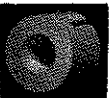
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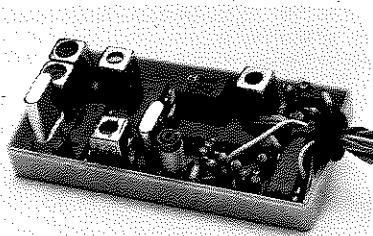


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1/8 Scale. . . . Continued from page 24

every year all the way from Big Rock, Illinois, flew his "Coors Lite" Cook Starfire only once. And he put on a good show with this very high-performance machine. The rest of the time he was tearing around the sky in a 60-size P-40 that he's been flying for years. He didn't even fly his famous folding-wing TBM Avenger; "too boring" I believe Dennis told me some time ago.

In the ducted fan class I've saved the best for the last—Ron Gilman flying his stunningly beautiful Violet Aggressor. Painted in the USAF Thunderbirds paint scheme, the performance of this plane can be de-

scribed in two words, absolutely spectacular. Of course, Ron being an old Formula I and Master level pattern flier and many-time T.O.C. competitor helped things along. Aside from blinding speed, the vertical performance must be close to the full-scale performance of our latest afterburner jet fighters. He would come blazing across the field, pull vertical, and go almost out of sight, slowly rolling all the way. At 10.5 pounds, the Aggressor's vertical performance, which is a combination of Violet's fan unit, inlet-outlet design, and the KBV .72, is almost unbelievable. The long, slow rolls and four- and eight-point rolls were a joy to see. To cap things off, the generous flaps allowed for a relatively slow, well-controlled approach and landing.

There were few, if any, engine problems