



Photo No. 13. Start of the big Czech Team Challenge. From left, Czech Team Captain, Carl Hatrak; Larry Clark, unknown, Wade Wiley, Bill Krecek, Bruce Chandler, and Lee Freeman. Text tells what the fun is all about. There should be more of this sort of thing!

line ads such as carried by Four Star Model Builders Supply of Schnectady, New York. It was all downhill from then on.

The DeLong was a well-made engine of the rotary disc type intake. With a menanite (iron) cylinder sleeve and a steel alloy piston, it was difficult to get the engine in top running shape. One needed a good honing machine, and of

course most of the modelers in those days did not enjoy this luxury.

Delong motors had a bore of .750 in. and a stroke of .680 in., giving a displacement of .299. Weight of engine was eight ounces with a rating of 1/5 hp. An 8,000 rpm claim was made using an 11x9 or 8x10 propeller. The strobatac tests run by the *Air Trails* test section revealed 7,500 rpm with a 10x8 propeller, 9,200

rpm with 9x8 Mercury prop, and 11,000 rpm with an 8x10 Hi-Thrust propeller.

In summarizing the DeLong engine, it was a well-made motor but like many of its contemporaries, failed to keep up with the progress of other engine manufacturers, notably K&B, McCoy, and Ohlsson & Rice. The years 1947 and 1948 brought out a lot of new engines, and at

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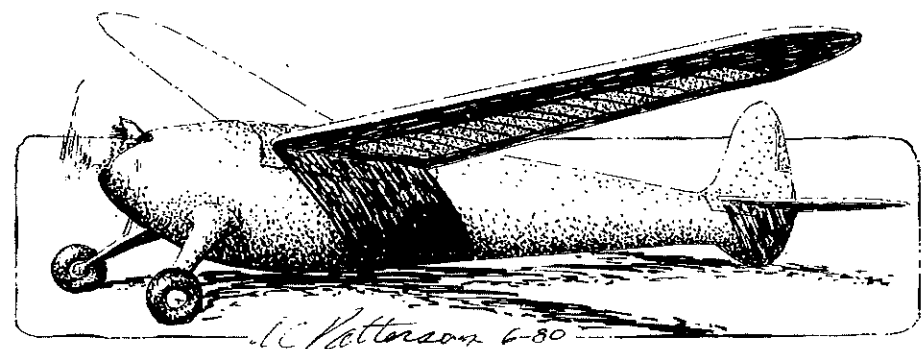
the DOLPHIN

OLD TIMER Model of the Month

Designed by: Thracy Petrides

Drawn by: Al Patterson

Text by: Phil Bernhardt



• One distinct group of Old Timer designs that stand apart from all others are those that were collectively referred to in their day as "streamliners" . . . big, complex airplanes, usually nine-foot span or more, with shoulder-mounted wings and smooth, aerodynamic fuselages. They included the likes of Ben Shereshaw's Cavalier and Nimbus, Frank Tlush's 1936 Texaco Winner, and of course, this month's featured model, Thracy Petrides' "Dolphin." Streamliners were considered to be the last word in efficiency and were truly the "king" of model airplanes during the

middle to late '30s.

Model Airplane News featured the Dolphin in its June and July 1939 issues. The first of those installments tells the interesting story of the model's maiden flight and even contains a dig at farmers, who apparently were not too cooperative when it came to returning lost models:

Scene: Wayne County Airport, Detroit. Time: July 9, 1937, about 10 a.m.

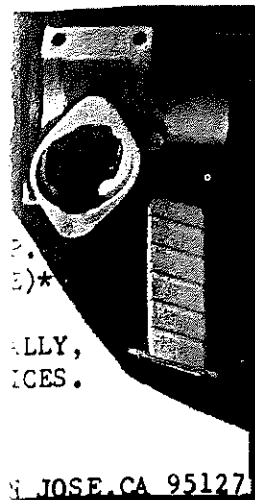
Suddenly a huge blue and orange winged teardrop roars off the snowy white runway into the azure, glistening in the sun and nosing upward on its maiden flight. Up, up, up it goes till after nine minutes it is only a speck in the sky.

This is what took place on the morning of the Texaco Event. The model had been adjusted the night before by its

builder, Petrides, and when given its first trial flight, it disappeared into the blue. This spoke well for the design and the construction of the ship, but it was disappointing to know that the plane could not be entered in the event because of an abrupt leave of absence.

Three days after the contest, when the model had been given up for lost, an airplane pilot phoned the hotel in accordance with a notice in the paper, and stated that he had sighted the model from his airplane. The Dolphin had landed in a soft wheat field, and was exactly 24 miles from the point of launching, however, two automobile trips had to be made before the model was located. The car followed under the plane to the approximate spot, while the

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Dealer Inquiries Invited.

Chandler or something) sent me out to time Texaco at 11:30 a.m. There was just no way I was going to get back to the firing line by high noon. Well, when I got back, the rest were waiting for me. I found out later they were willing to fly without me but were afraid this would cause an international incident.

Secondly, during the morning hours, some club members gleefully noted dissension among the Czech Team. This was true, as Bill Kreczek was almost kicked off the team. Only a last-minute plea from the Czech consulate changed my mind and retained him on the team. Andy Faykun was not allowed to fly as his papers were still not in order. So this left a two-man team.

On the flight finally, using my good motor (only three knots), I put in 58-9/16 winds as I didn't want the model to climb out of sight. After winding up, more chicanery developed as I had to hold my model for ten minutes as that same guy with the spiked hat allegedly broke a motor.

Finally, the moment of truth and we were off (in more ways than one). I was surprised to find a few of the contestants staying with me but of course, class will tell. These fellows must be learning something or else Kreczek is talking again. I must reluctantly give credit to Wade and Clark for making it interesting but they have finally learned you can't beat "old age and treachery."

I suppose there will be all sorts of statements made about the unfair superiority of my model and new kinds of challenges. However, as far as the Czech Team is concerned, there is nothing more left to prove and we hope that this matter is dead and buried.

Hence, I will not be at the next meeting, as I have been asked to speak at the Aeronautical Seminar at Princeton University. The subject, of course, is the trimming and flying of R.O.G. Model Aircraft.

Signed, Carl Hatrak, Manager, So. Cal. Czech Team.

Copies to: Pope John Paul, Rabbi Ginsburg, Fairfax; C.S.S.R. Consulate, Prague; Brad Levine, SCIF Pres.; F.A.I. Homologation Committee, Paris; A.M.A., Washington; Cottontail Ranch, Nevada; and Von Humbegger, West Berlin.

After that much fun, the best idea is to quit while you are ahead. We'll run a special picture of the winner next month.

Dolphin Continued from page 44

big ship circled around the vicinity in which the little one had landed. The total gas bill involved in retrieving the plane amounted to \$9. If that aviator hadn't sighted the gas job, the latter may never have been retrieved. You know how some of those farmers are.

Just how many Dolphins were built as free flights is unknown. It was originally designed for the Texaco event, where the models were allotted fuel according to their weight, giving heavy models a chance to compete on an equal basis

with the lightweights. But by the time the Dolphin plans appeared in print, the fuel allotment had been dropped and replaced by a 20-second engine run for all models, regardless of weight. In his article, Petrides recommended going to a 1/3-hp engine for a faster climb (his original ship used a 1/5-hp Brown Jr.), but it's obvious that even with a full horsepower up front the Dolphin still wouldn't be able to get any appreciable altitude in 20 seconds, much less compete against the early Zippers and other pylon jobs that had rocket climbs.

The Dolphin may have been obsolete for free flight by the time it was published, but it proved quite popular among the early R/C pioneers, who liked it for its stable flight performance and sturdy construction, and because it was large enough to get those mammoth R/C rigs off the ground in the first place. We suspect that the same will hold true today, i.e. that more Dolphins will be built for R/C than F/F.

The Dolphin spans 108 inches, is 68 inches long, has 1300 sq. inches of wing area, and originally weighed 85 ozs., for a wing loading of 9-1/2 ozs./sq. ft. Original color scheme was orange wing and stab and metallic blue fuselage and fin. As was the practice in those days, any mention of a balance point was carefully avoided, both on the plans and in the text, leaving the builder to figure it out for himself. A good starting point would be 8 to 8-1/2 inches aft of the wing leading edge at the root, a figure we arrived at by locating a 30 to 35% C.G. range at mid-span and then projecting this over to the fuselage.

Peanut Continued from page 51

doesn't weigh very much. It's draggy, but it's important to the character of the model.

I omitted all the brace wires because they are awful draggy. They are shown on the three-view, so you can add them if you want to do so.

All the strutting on the model in the photos was made from model railroad basswood. This can be obtained in lots of sizes and looks great when it is sanded to the proper cross-section. Thicker ribs are shown wherever struts are located. The vertical struts are made with pointed ends which penetrate the surface of the wings and are buried for a short distance into the ribs. When properly positioned, a single drop of Hot Stuff or other instant adhesive will make the attachment permanent.

The fuel tank on the Hanriot was in the center section of the upper wing, a fairly common location for gas tanks in early biplanes. To obtain more fuel volume, the tank airfoil is thicker than the wing. After the upper wing was assembled (and in the case of the model in the photos, covered with tissue), the center portion of the top wing was covered with soft 1/16 sheet balsa which was sanded to the correct "thicker" airfoil shape and then covered with tissue. Gas tank caps are simply circular balsa

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pieces.
The exhaust stacks on the Hanriot are made from thin plastic dowels will also work.

The model was covered with tissue. One picture I saw of the airplane shows the engine cowling in shiny metal, so that are aluminum dope.

I am thoroughly impressed with the Fulton Hungerford's spokes are strong, long lasting and think utterly beautiful. I am sure that them on the Hanriot reality they were probably covered with fabric, would be just as, if not better. I hate to hide Fulton Hungerford's work. (Please forgive me, purists out there.)

Charlie's

Accessories

This month Charlie's prices are shown in

R/C

72.240

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