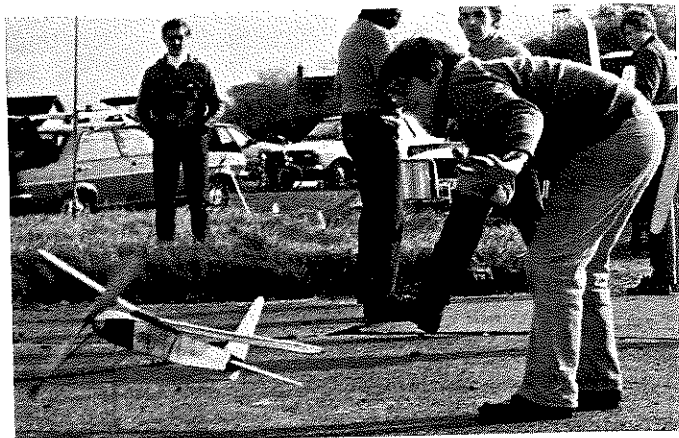




13. Part of SAM 32 gang (l to r) rear: Watkins, Wrench, unidentified, Rasmussen, Andrade, Emmert; front; Gomez and Perssons.



14. Another beauty by SAM 35 treasurer, Peter Michel, a Houlberg "Isis." Flown at RAF Watton. Second in All Wakefield.

January-February issue, 1969, (#30), of the Engine Collectors Journal, we have been able to piece together a story of what happened.

With most of the kit manufacturers producing models to suit the availability of engines, Brown Jr., Ohlsson, Bunch, etc., Reginald Denny decided he must have an engine to complement his very successful Dennyplane model.

Denny then issue a set of engine specifications to various manufacturers, with the proviso all test engines (generally ten to a dozen) would run trouble-free for fifty hours. This running figure came from real full-size aircraft engine tests. Denny figured if this was good enough for the man carrying aircraft, his engine should be no less in quality.

One of the companies that responded to the Denny request was Aircraft Industries of the Curtiss Wright Technical



15. Australian Norm Garrett, of the Victoria R/C Club, with his R/C assisted Powerhouse.

Institute, Grand Central Airport, Glendale, California. President C.C. Moseley

Continued on page 79

# The Arrow

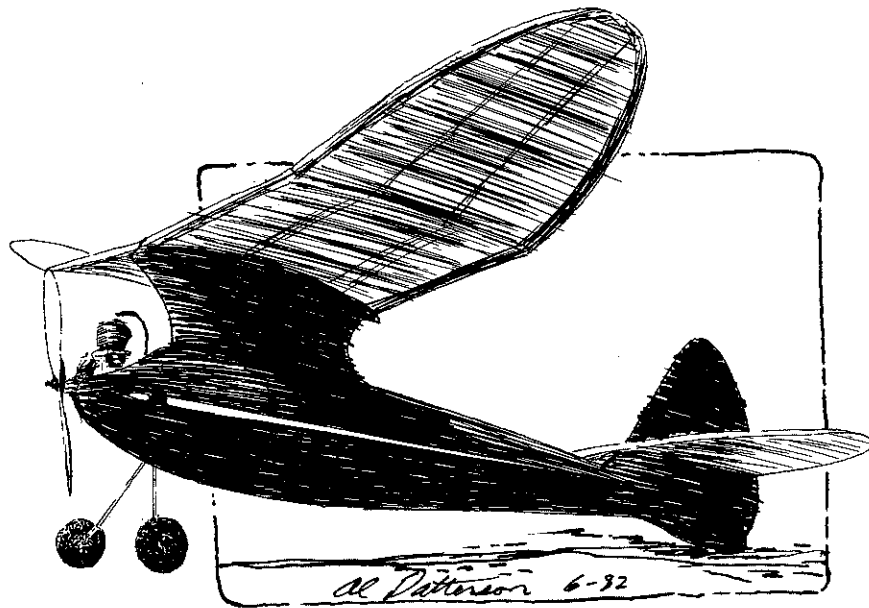
OLD TIMER Model of the Month

Designed by: Bill Gibson

Drawn by: Al Patterson

Text by: Bill Northrop

• The Arrow is a Class A/B pylon gas model out of the Goldberg Zipper Design School. Bill Gibson, in his December, 1940, Air Trails Construction article, readily admitted that, like many planes, it was not a completely original design. A glance at the drawing reveals its Zipper-like lines, but a closer look brings out modifications and improvements that may not have resulted in better performance, but certainly simplified construction and equipment accessibility. Perhaps you could say these improvements allowed the builder to spend more time on trimming and adjusting, thus increasing flight times. It certainly seemed to pay off for Gibson,

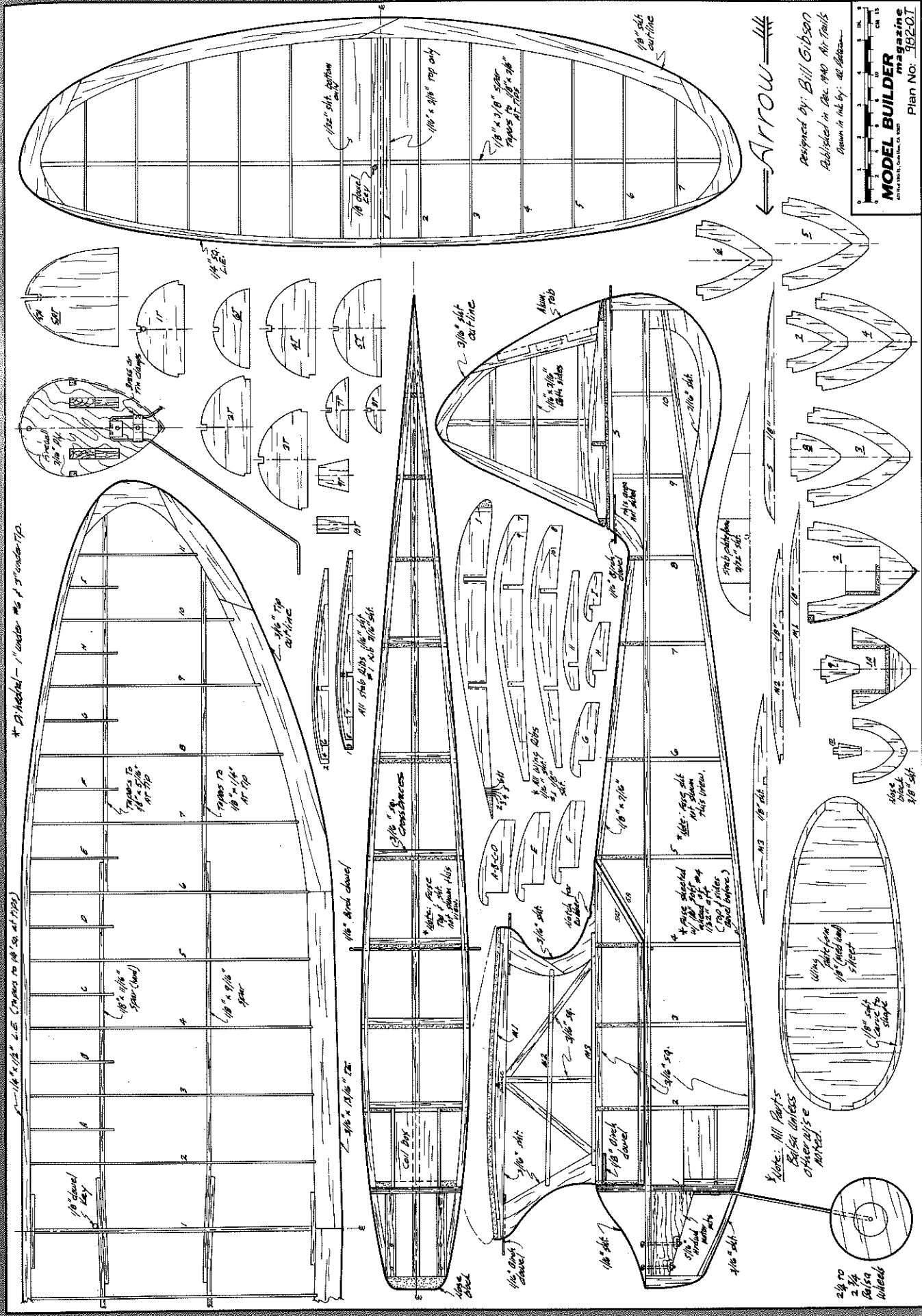


who won Class A at the 1940 Nats with a remarkable 47-1/2 minute flight that also set a new national record for the class.

The two most noticeable mods in the Arrow from the Zipper are the removable pylon which gives access to the ignition components and the wing spars which are flush with the bottom of the

ribs.

Instructions for building the Arrow are unusually detailed, and consequently quite long. Rather than reproduce them entirely herein, we'll copy and include a set with each full-size plan. Incidentally, note how well the fuselage/tail platform lends itself to modification for dethermalizing. •



← **ARROW** →

Designed by: **Bill Gibson**  
 Published in Dec. 1982 **MODEL BUILDER** magazine  
 Drawn in ink by: **Bill Gibson**

Plan No: **182-01**

\* 1/8" dural - 1" under the 1" under tip.  
 \* 1/8" x 1/8" L.E. Crosses to 1/8" sq. at 1/2" tip.

\* Note: All parts  
 Balsa unless  
 otherwise  
 noted.

2 1/2" x 1/4" Balsa wheel

