the number of electric models flying. No less than *ten* were officially entered! Between Roland and Bob Boucher, electric flying has arrived! Results looked something like this after three separate flyoffs!

ELECTRIC
1. August Fabian 10:46
2. Ralph Ropp 10:44
3. Jim Ogg 9:30

1/2A TEXACO
1. Jim Kyncy 60:00
2. Tom Vincent 59:23
3. Don Bekins 54:45

ANTIQUE
1. Jim Kyncy 30:00
2. Grant Gordon 14:11
3. Loren Schmidt 14:08

CLASS A
1. Don Bekins 15:50
2. Loren Schmidt 10:51
3. Roger Tennyson 7:17

CLASS B
1. Don Bekins 20:47
2. Don Carll 16:56
3. Loren Schmidt 8:32

CLASS C
1. Jim Kyncy 28:00
2. Don Bekins 21:00
3. Jack Alten 13:35

With two such good meets, it truly was a shame that both meets had to fall on the same day. The only comment this writer has is thank goodness the O/T R/C movement has increased to the point where there are plenty of contestants for both!

ENGINE OF THE MONTH

This month's engine is another design emanating from the San Francisco Bay area. The engine described is the Baab-Fox as designed by Cliff Fox and manufactured by W. Lloyd Baab for race car performance.

Resembling in many ways the Ray Snow Hornet engine which was setting all sorts of records for speed and number of wins, the Fox design also had some advanced features seemingly derived by Bill Cubit's Atomic engine.

Cliff Fox was a model race car competitor running cars primarily in Proto and Streamliner classes. Fox also ran a hobby shop at 2915 61st Avenue in Oakland devoted extensively to the race car hobbyists. Also of interest is that he produced a "Proto" race car that was quite successful.

The other half, W. Lloyd Baab, was extremely active, being the managing editor of the model race car *Rail and Cable News* located at 8215 Outlook Ave., Oakland, California.

It was inevitable that the two would get together, Fox as the designer, and Baab as the producer. The first advancement (and the only one found to date in a national magazine) appeared in the June 1946 issue of Model Craftsman. The engine was proclaimed as the first four port motor in the Class C Speed field. Advertised as the Fox motor, it is interesting to note the word *FOX* appeared on the front of the casting (in direct opposition to the advertising photo) while the manufacturer's name, *Baab Model Products*, appeared on the back.

16. Australian *Airborne* editor, Mervin Buckmaster, prepares his Jasco Flamingo for flight. Flamingo is Mervin's favorite old timer.

At this time, we would like to acknowledge the generosity of Karl Carlson, noted engine collector, for the use of this engine. This is really the only way to compare against advertising photos in magazines as articles often take liberties with their air brushes.

Advertised by Baab Products, 1749 Pleasant Valley Ave., Oakland, California, the initial announcement stated "small quantities" would be available after May 30th. The price was listed as $38.00 with spark plug; higher than the Hornet and McCoy 60 engines at $35.00. This, no doubt, led to only one "small quantity" being produced.

In taking the engine apart for measurements, the bore was found to be .9375 inches, and the stroke, .875, giving

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Coronet

OLD TIMER Model of the Month

Designed by: E. Powell
Drawn by: Al Patterson
Text by: Bill Northrop

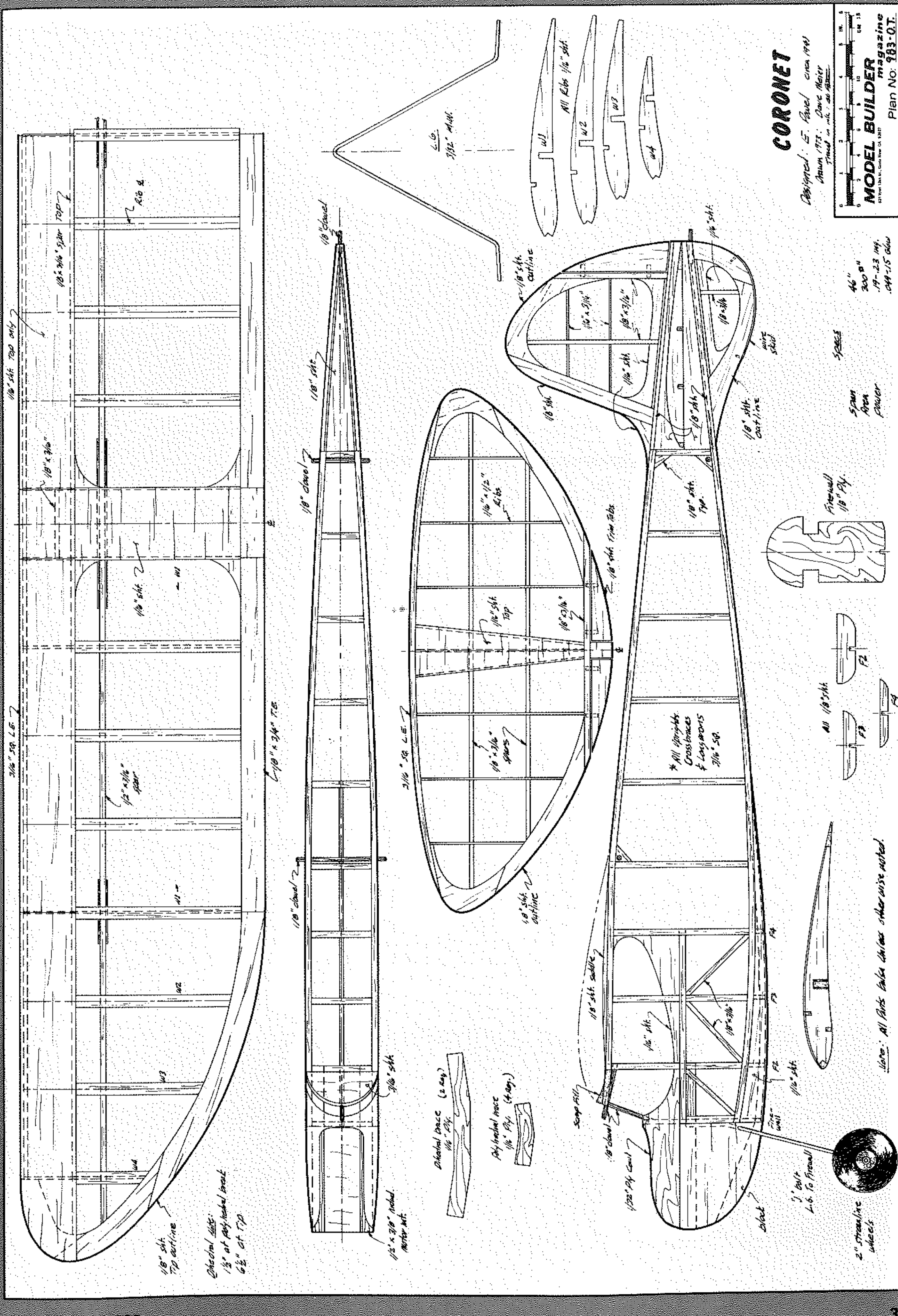
• In the June 1941 issue of *Model Airplane News*, Scientific Model Airplane Company introduced the *Coronet* as "A NEW Gas Model Airplane for Class 'A' or 'B'!" A lightweight cabin style model with a 46-1/2 inch wingspan (300 sq. in. area), the *Coronet* was claimed to have a climb rate of 2500 feet per minute and consistent soaring characteristics. Price of the kit was $1.95, which included a formed landing gear and bracket, finished landing gear clamp, and finished propeller.

Except for nationally known designs, kit manufacturers seldom give credit to the designers of most of their kit models. So it was with the *Coronet*. However, we may have an identity. . .

Back around 1975, a fellow by the name of Chuck Gill produced kits for the Taibi *Powerhouse* and the *Coronet*. We still have a sample of the *Coronet* kit, and our O.T. plans were made from the plans in the kit. The title block on these plans indicated that an E. Powell was the original designer. If anyone can enlarge on that information, we'd be happy to pass it on.

The O.T. R/C rule for engine size (.10 cu. in. per 225 sq. in. wing area) dictates a .13 cu. in. max displacement, which puts the *Coronet* in the stock .10 category. We personally don't favor scaling O.T.s up or down to match maximum engine sizes, so would power the ship with an R/C .10 such as an O.S. or Enya.

The *Coronet* is a nice, compact O.T. that will fit in any automobile. •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