

The designer of the MG-2, Mike Granieri, poses with the ORIGINAL MG-2 which appeared in the February 1937 *Popular Aviation*. Framework is 47 years old!

## OLD TIMER MODEL OF THE MONTH

# Mike Granieri's 1936 MG-2

**Designed by:** Mike Granieri  
**Drawn by:** Al Novotnik  
**Text by:** Bill Northrop

• This month's O.T. model is already well-known by active R/C O/T fliers, as it's a highly competitive design, especially in the fuel allotment events. S.A.M. members now also know some of its history, as the original cabin version was featured in *SAM SPEAKS*, the official SAM newsletter for March/April 1984, as

edited by Jim Adams.

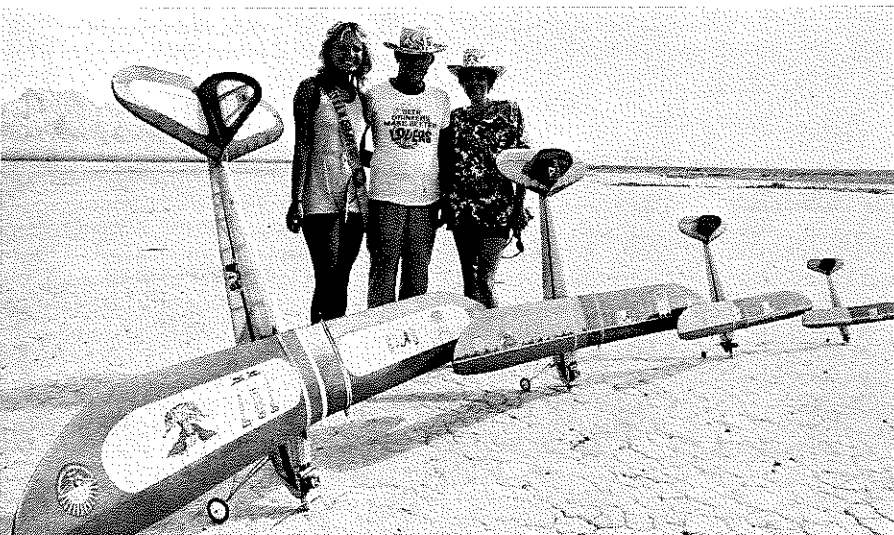
We might have presented Mike Granieri's MG-2 about a year ago except for a slight misunderstanding between Mike and MB's editor. We thought he wanted to continue supplying plans . . . he thought we were going to do it. Bad communication!

Anyway, we found that Mike's plans are somewhat vague in several areas, but knowing model builders, we have not presumed to solve the vagueries in our

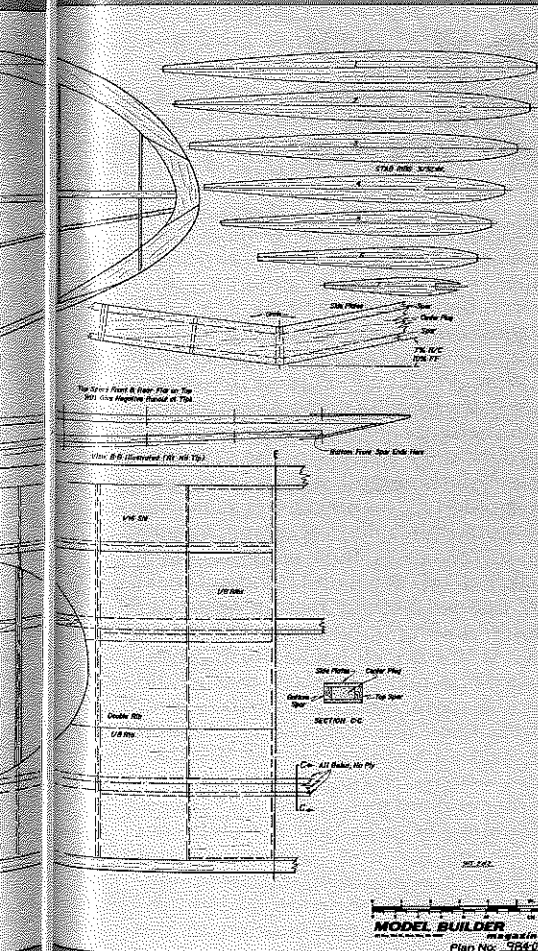
*Continued on page 104*



Another photo of Mike Granieri with two different sizes of the MG-2 built by Esio Grassi.



Here's an oldie photo of a family of MG-2s in front of Miss SAM Champs 1977, Tricia Webster, Jim Clark, and Jim's wife Marianne. Models range from full-size to .020 Replica.



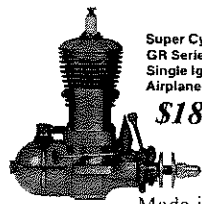


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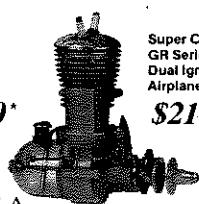
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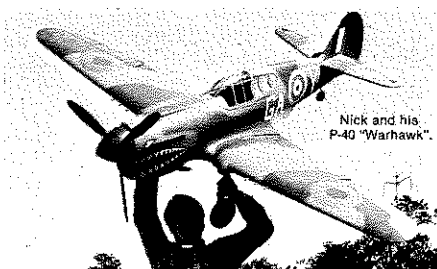
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**Nick Zirolli**

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stayed with the model, which was called *The Wren*. The prop was painted with brown paint AFTER it was put on the engine . . . so some of the paint is still on the nut and the prop shaft. The model was NEVER FLOWN . . . this engine has never been in the air.

I acquired the Micron 5cc through an R/C pen pal in the north of France. Rather than being in my "Engines of the World" collection, I have a somewhat "inner feeling" that this particular engine belongs in the world famous Louvre Museum in Paris!

### RATINGS

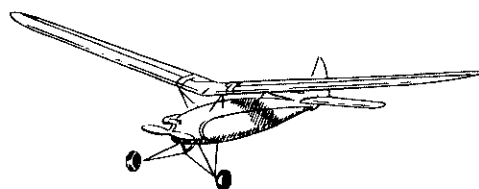
To rate a handmade, homemade model plane engine of this stature in terms of appearance, excellence of

manufacture, and performance would be grossly unfair . . . this was the beginning!

### MG-2 . . . . . Continued from page 25

own fashion, leaving them up to the individual builders. If you run into any unsolvable problems, contact us and we'll either give you an answer or pass the problem on to Mike.

If you did not see the SAM SPEAKS article, we can tell you that the original MG (you don't need an explanation of the initials, do you?) was a cabin model, first built in 1935. After a mistrimmed flight in 1936 that ended in a collision with a car, the model was rebuilt into a cabane strut version that served as a prototype for the MG-2. It certainly is one of the prettier OT designs, and it flies as well or better than it looks.



### Free Flight . . . Continued from page 51

### MYSTERY MODEL WINNERS

No question that the earliest post-

marked answer (including handicapping) to the November 1983 Mystery Model was correct. It was the designer himself, Bob Hawkins, of Peoria, Illinois, who was the firstest with the mostest! The name of the model was simply "Jetex Free Flight".

F.D. Wolfe, Fort Worth, Texas, was first to identify the "Fortastrop" as December 1983's Mystery Model. One writer sort of thought it was the "Bootstraps". Similar name, but that's all, because "Bootstraps" was R/C, and from Berkeley! Can someone name the designer? Our source didn't include this information.

Another Fort Worth Texan won the January 1984 M/M quiz. It was Ed Turner who named it as the "Taltos" (Pagasus), by Erno Frigyes.

A frequent Mystery Model contestant, Terry Rimert, of Baldwin, Florida, was the first of many, many correct answers to the February '84 mystery. It was indeed, the late Paul Del Gatto's "Flying Ballooney", a valiant attempt to control the usually comical exhaust thrust of a simple rubber balloon.

For the March Mystery Model, Dr. Gene Smith, Jr., Stillwater, Oklahoma wrote, "My MB came in the mail 15 minutes ago. I can't get any faster than that!" Well, Gene it was fast . . . and correct enough. It was John Winter's "Queen of Hearts".

April's Mystery Model, Gary Christiansen's "Perdido", was first identified by Martin Bradshaw, of Placitas, New Mexico. It was published in the April 1955 issue of M.A.N.

Bill Haught, Cincinnati, Ohio, dropped us a postcard with the correct identification of the May M/M. It was Ken Ernest's "Supersonic", as seen in Frank Zaic's famed Yearbook for 1953. Cor Burger, of Holland also sent us an answer on this one, but there was simply no reliable way to figure the handicap!

Another regular M/M contestant, who has won so many times that his subscription must presently expire in the 21st century, is Rudy Kluiber, of Lakewood, Ohio. He just extended his subscription again by naming the June '84 model as the "Skyfire", featured in the April 1953 issue of Flying Models, and designed by Earl Cayton.

Sooner or later we get a tie, and this time it's with the July '84 M/M, which brings us up to date. Tom Cope, an Old Timer nut from Issaquah, Washington, and M.R. Halsey, Jr., of Albany, Oregon, did it to us. They both correctly, and on the same day (sorry, there's no A.M. or P.M. on the postmark) named John Tatone's "Frisco Kid" as the July Mystery Model.

Now that we are up to date, we hope to continue with monthly results instead of allowing the answers to accumulate. Next month we'll have August's winner(s), in November it'll be September's winner, and so on.

To those newcomers who may not understand, and to the regular readers