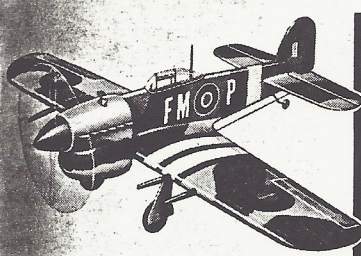
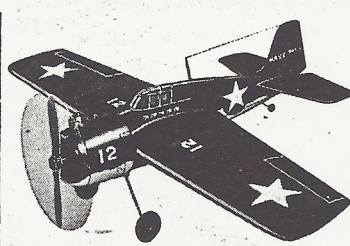


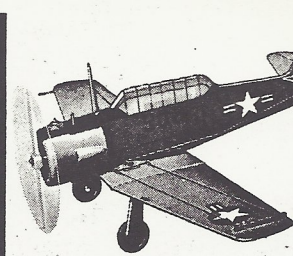
Terrific Training Model
SCOUT TRAINER.....20" SPAN



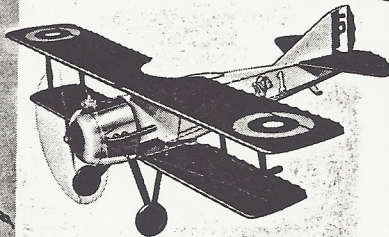
World War II Fighter
HAWKER TYPHOON...18½" SPAN



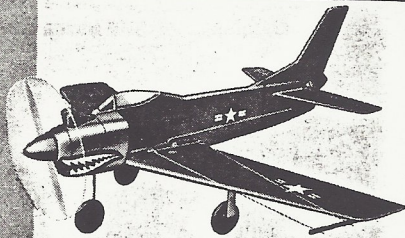
World War II Fighter
GRUMMAN WILDCAT....18" SPAN



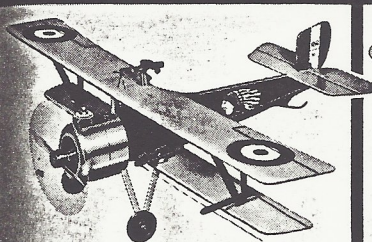
World War II Trainer
SNJ TRAINER.....18"



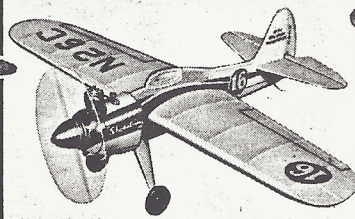
World War I Fighter
SPAD18" SPAN



Korean War Fighter
F86D SUPER SABRE....18" SPAN



World War I Fighter
NIEUPORT SCOUT.....18" SPAN



Famous Midget Racer
SHOESTRING RACER 18½" SPAN



Famous Private Plane
PIPER CUB J3.....20"

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turns sharply left under power, despite a right turn in the glide, then you will need right thrust. These engine adjustments are accomplished by adding a thin washer between the crankcase and the firewall at the top for downthrust, and between the left side of the case and the firewall for right thrust.

As you increase the length of the flights and the amount of power by leaning out the needle valve, continue to observe the glide for smoothness and speed, as well as turn, after the engine cuts. Good adjustment will favorably affect the power flight.

How does the model fly? Like a bird! Takeoffs from smooth surfaces are amazingly realistic. Climb-outs are clean and fast; the glide is quite efficient for this type of craft.

Just be sure that you have a big field when you fill that tank and turn her loose!

Skylark

(Continued from page 13)

straight fuselage.

The landing gear is removable, it is bent from 1/16" aluminum sheet and bolted to the plywood mount with machine screws.

In making up the special, bearinged control horns, be sure that the angle from the pushrods to the horns is 90° or the control action will not be equal! The tubing on the horn is glued with epoxy resin to the wing and stabilizer and wrapped with silk. This forms a very strong hinge and takes the place of any other hinges near the fuselage.

If you select lightweight balsa, cover the plane with silk and put on a good (heavy) finish, your plane will come out round 45 ounces, which is ideal. Also, if you build this way, the plane will balance right at the main spar without any ballast.

Use of fiberglass resin inside the engine and tank compartment will make this part of the plane very strong. With the new nylon hinges, fully bearinged controls and careful maintainance, this plane can certainly last for a long time. After each flying session Ed keeps his models bright and shining by using Tone furniture polish applied from the spray can and buffed down with a dry cloth. Kept up in this manner, his older planes look so fresh that while he was hooking lines on a good looking metallic green job, a bystander was prompted to ask: "Don't you hate to fly your new airplane?" Of course, Ed assured the fellow that he loved to fly it, remembering that he had worn out three sets of wheels on that particular one in four years of flying it. He also knew why he won the contest later that day. Do you?

Field Monitor

(Continued from page 26)

to 3.2 ohm. 89 cents)

- 1 Box enclosure
 - 1 4"-5" speaker (any low cost unit)
 - 1 Battery box (3v battery may also be used for longer life, Burgess 2F2H or equiv.)
 - 1 banana plug-socket
- Note—All parts, except receiver, were obtained from Lafayette Radio. Lafayette also has a 4" speaker mounted in a Wooden Baffle Box (#SK-108) for \$3.95.

We've used the Interference Monitor designed by Ed Chapman and find it works quite satisfactorily. It is not a hi-fi job but at least you feel a 100 per cent safer with it. If pencils are used, use alkaline energizers, or use as large a cell or battery as is convenient. Current drain is low as long as the 5k Pot. is not positioned near the low end. (Note by Ed Lorenz)

Round and Round

(Continued from page 19)

How about that Wakefielder who, when America paid no attention to F.A.I. Power—you'd think the gas engine had not been invented—advised us that because of a pro-gas attitude we should be subjected to unprintable indignities. Or the national figure who figured he'd gun down the guy who does *Man at Play* because he mentioned Thanksgiving dinner. Personally, we'd like to see Thanksgiving dinner written into the rules. Everything else is.

What opened this Pandora's box (if you don't know what that is, it's a field box belonging to a National champion) were comments in R&R many moons ago, on how to learn to fly U-control models. Incidentally, to those radio types—we are persona non grata (which means with cheese) there, too—who think a ukie machine can be seen only in the Museum of Natural history, we suggest they scan vacant lots, back yards, parking lots, school yards, and the grass beside parkways (and are those motor cops diligent!). Those buzzing objects are the voice of modeling young America! So a bunch of young kids who say they fly speed, hot combat, etc., and call the rest of us fuddy-duddies, described all sorts of ways of learning to fly, including hollow log and plastic Half A's. In fact, some shaky-reflex young adults who's plastered the premises with scrap balsa and pieces of Silkspan said the same thing. A couple of skeptics did report that such characters were ripe to fly successfully anyway, regardless of the object on the end of the lines, they had busted so many things previously.

Mindful of the time when an editor wrote that all airplanes should have hot-wing deicing—this was when some prewar German crates showed up with this feature