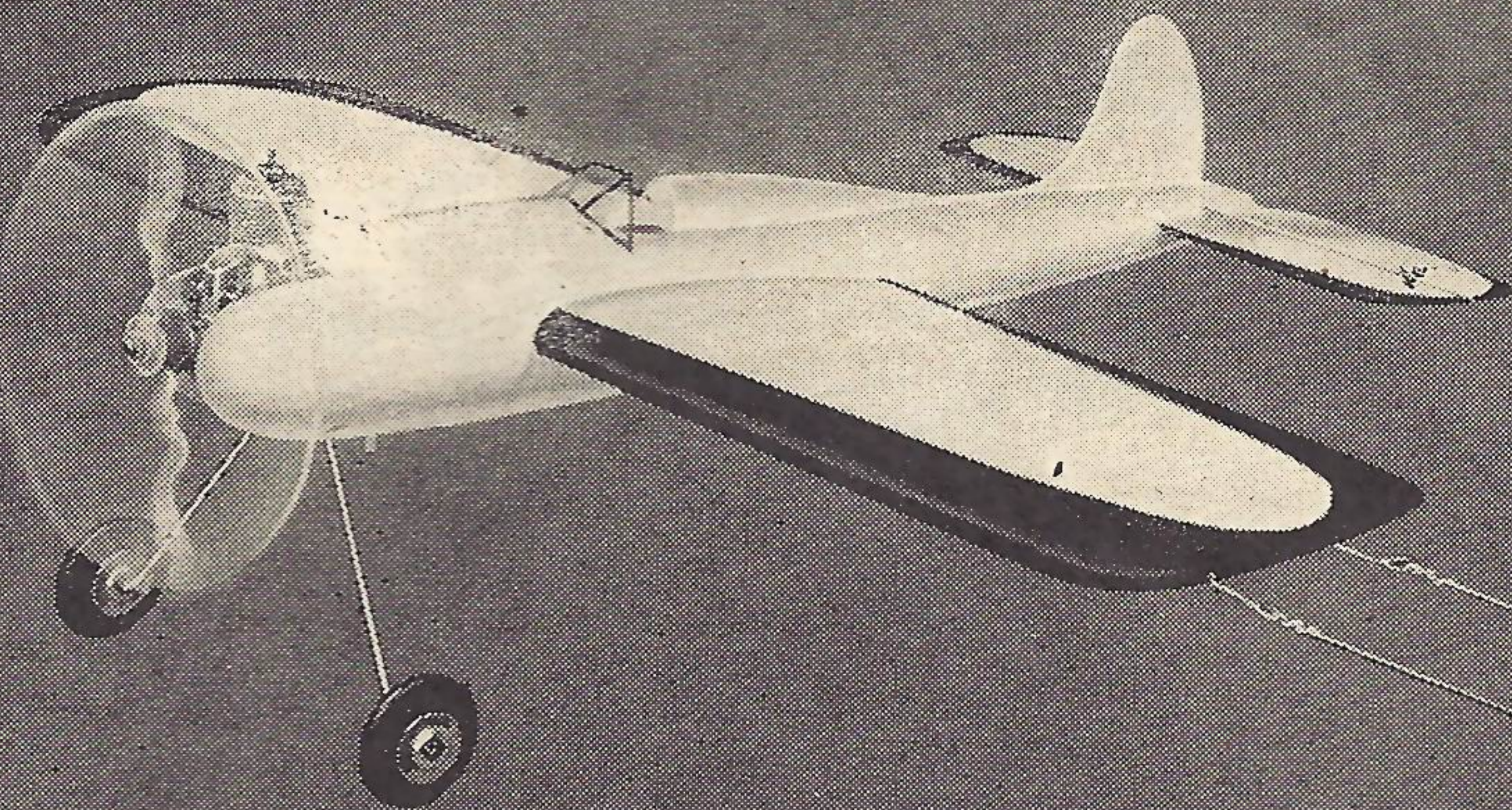
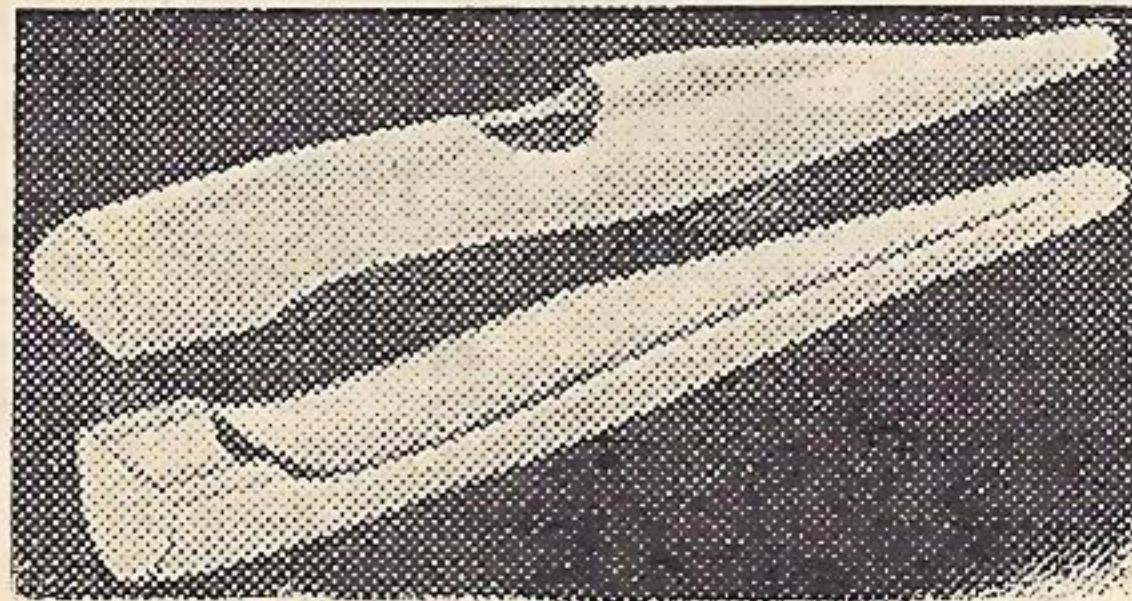


TERRIFIC!



"DYNAMIC" CONTROL LINE MODEL \$3.50

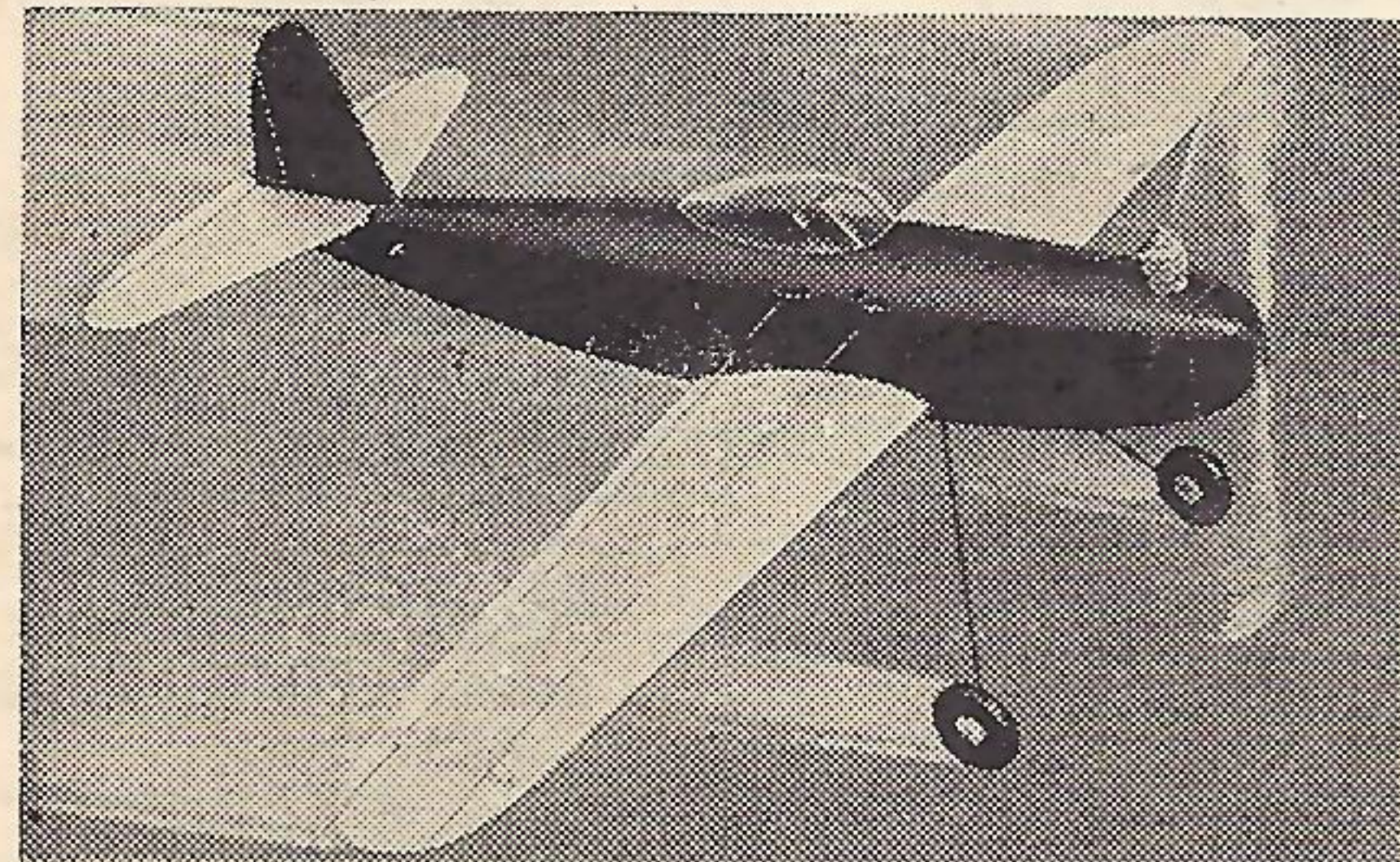
COMPARE IT WITH KITS TWICE THE PRICE! ONLY SCIENTIFIC HAS THIS VALUE!



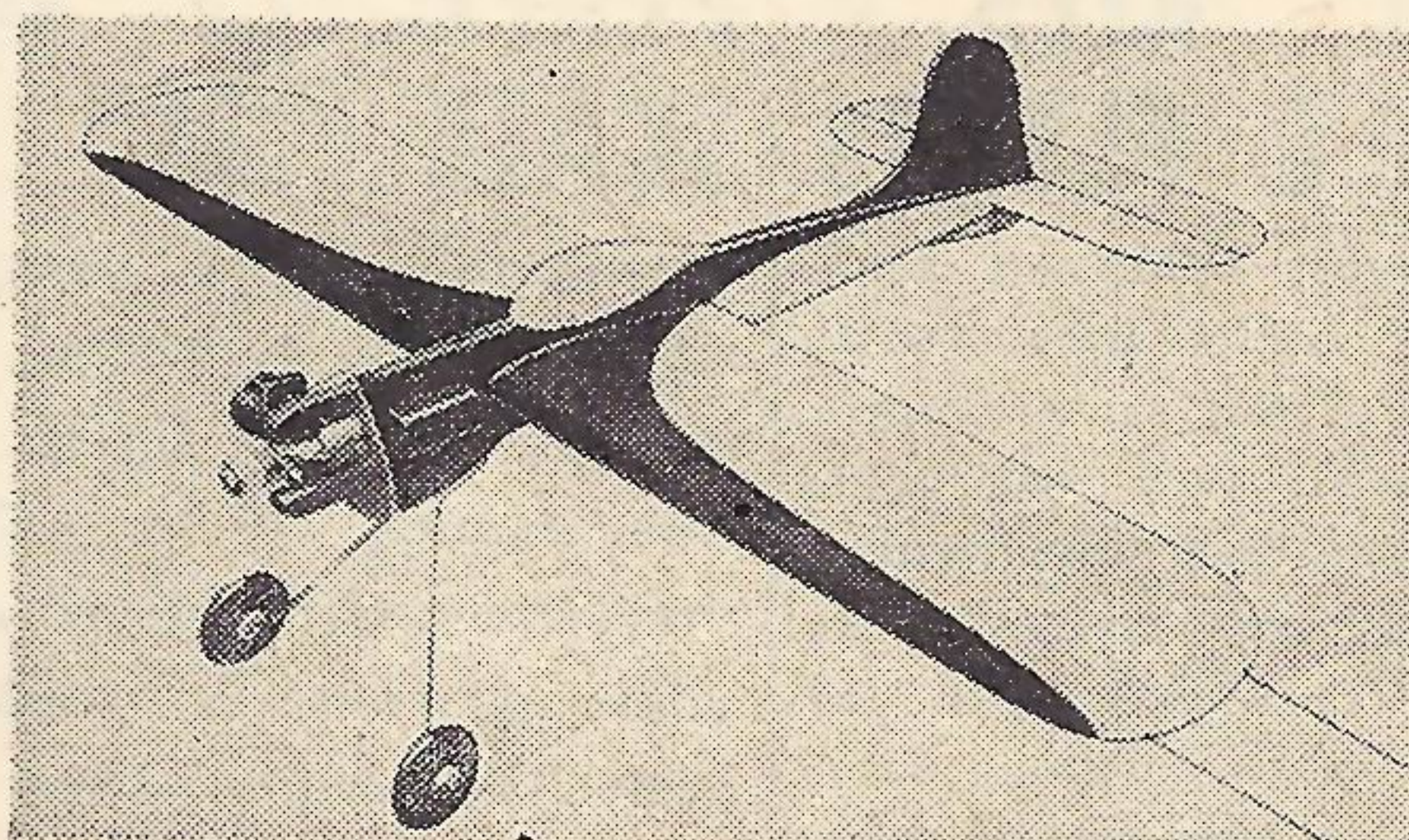
Carved Fuselage

Designed by a prominent stunt flyer, the "DYNAMIC" is so sensationally different it defies description. It may be easily assembled in a few evenings since many parts are prefabricated including shaped and notched leading and trailing edges—just insert ribs. For the fuselage we furnish a ready carved top and bottom that only requires sanding.

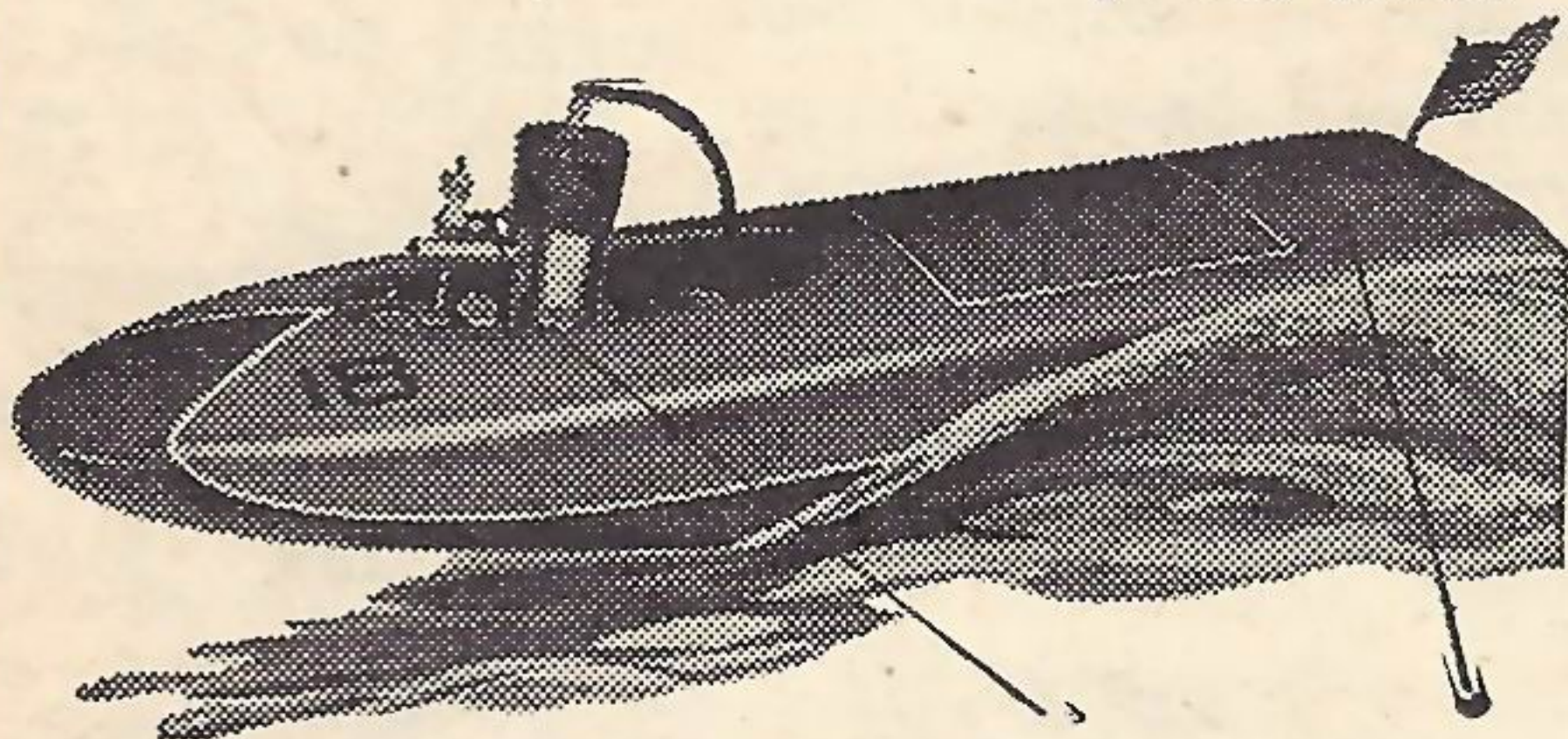
SPECIFICATIONS: Large wing measuring 26" long with 8" chord containing 206 sq. in. of area, fuselage length is 22". For all "A" & "B" engines of .099 to .29 displacement and some small class "C" engines. Fly the DYNAMIC either glo-plug, diesel or ignition.



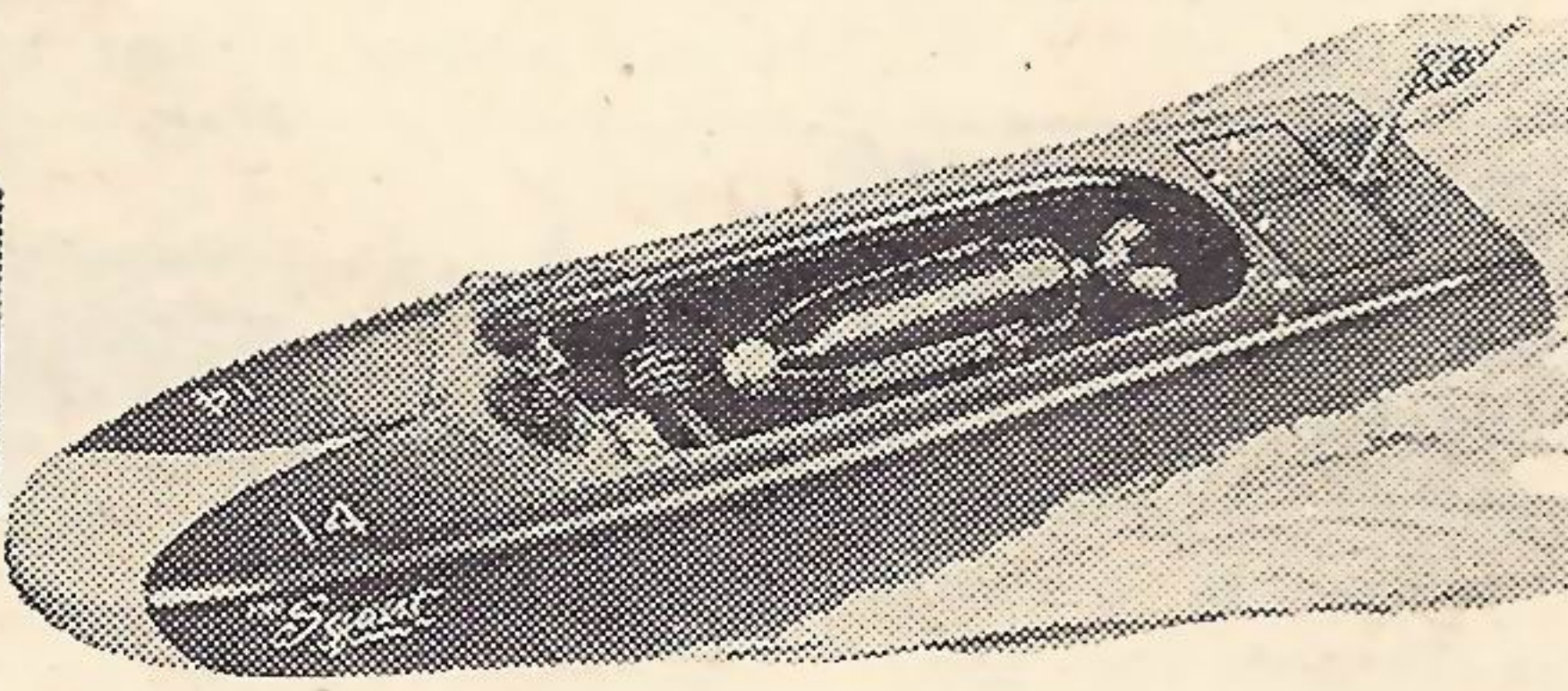
CIRCLE KING, for Infant Torpedo, \$1.00



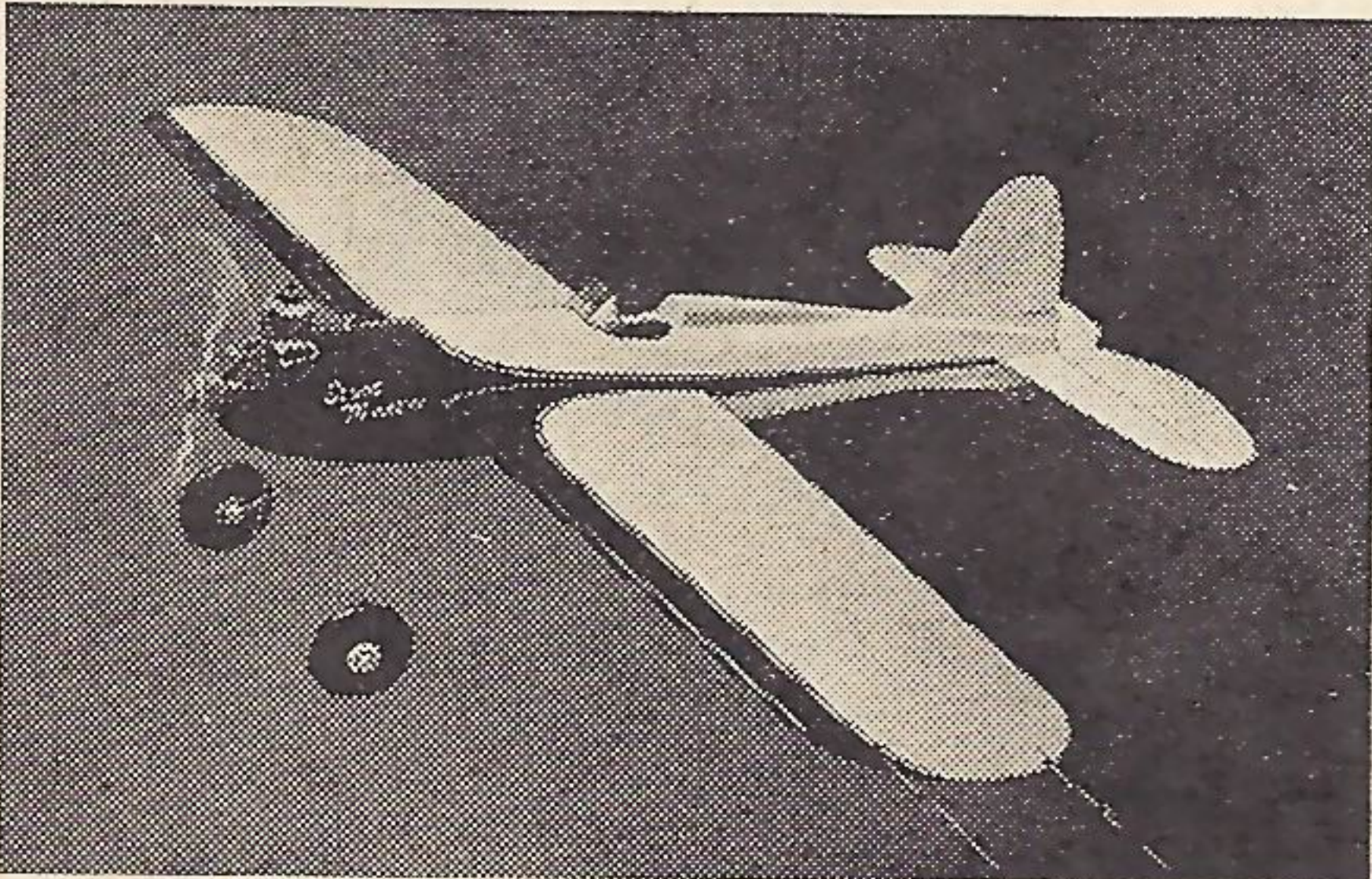
40" STUNT ACE \$3.95



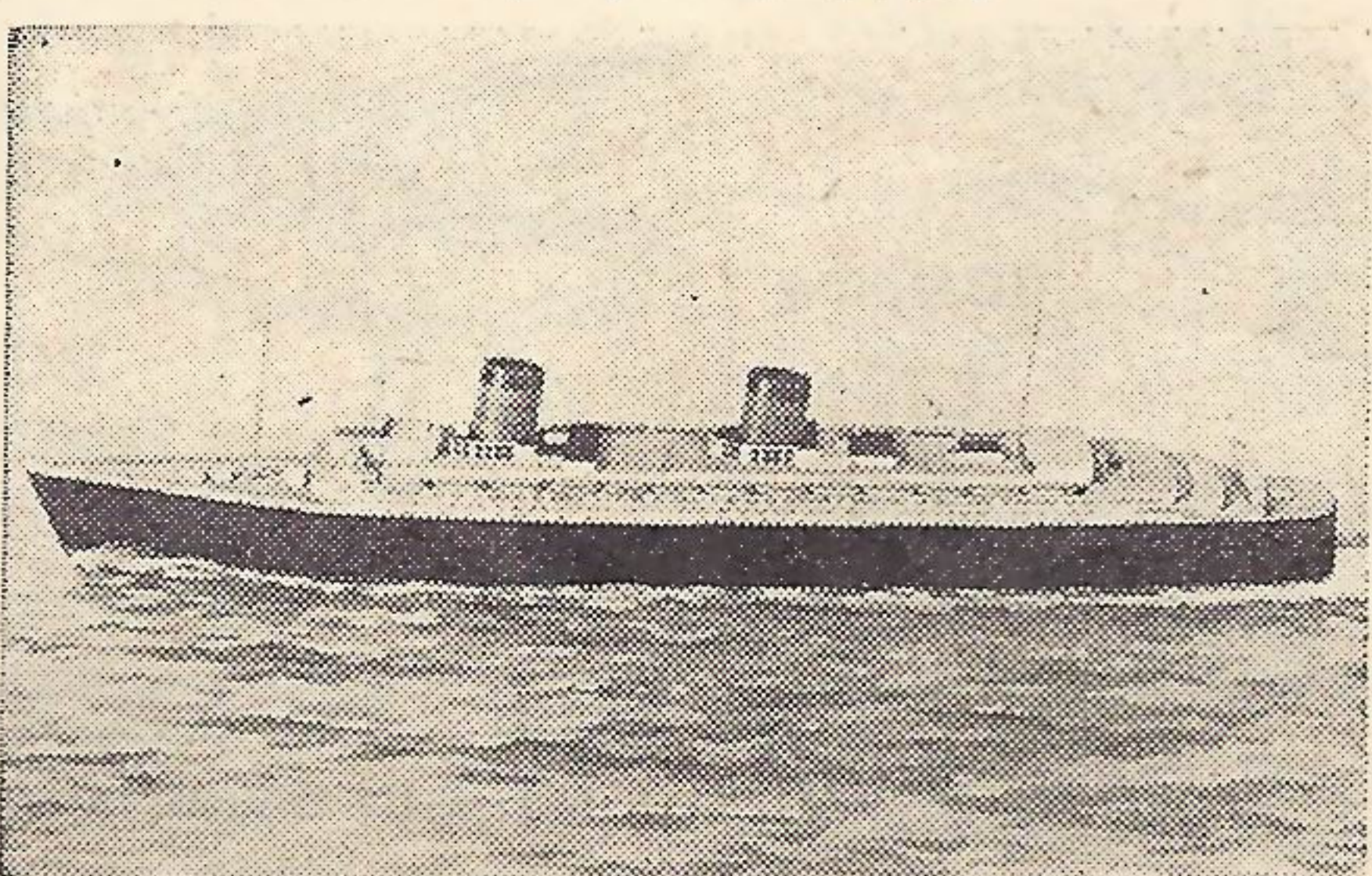
BUCKEYE SPEEDBOAT \$4.95



CO₂ SQUIRT \$1.50



40" STUNTMASER \$4.95
COMPLETE KIT WITH CARVED FUSELAGE



24" QUEEN ELIZABETH \$4.95
COMPLETE KIT WITH ELECTRIC MOTOR

BUY FROM YOUR DEALERS AND SAVE 15c MAILING CHARGE

SCIENTIFIC MODEL AIRPLANE COMPANY

218-220 M6 MARKET STREET

NEWARK, NEW JERSEY

Speed Trainers

(Continued from page 11)

a different mounting lug, and that the lug must be modified to clear the engine crankcase. The basic difference for installation purposes between the two types of engines lies in the mounting lugs.

The engine is attached by machine screws to the engine bearers, which in turn, are attached to the basswood shell by means of wood screws. Refer to Sheet No. 2. The dural engine bearers are formed to the desired fuselage profiles and must be made right and left hand. Each part should be identical and jig drilled for accuracy. The engine bearers also function as forward fuselage stiffeners.

ENGINE INSTALLATION. In order to reduce the frontal area, a minimum of clearance around the engine is maintained. The engine cowl fits close so that cooling air circulates about the cooling fins on the cylinder with a decreased volume but at an increased velocity and thus achieves a higher rate of heat dissipation. Induction of the cooling air is by means of openings in the engine cowl forward shell. The exit opening is at the aft end of the cowl and is a slit not greater than 5/32" wide. The cooling performance during flight and also during engine run-ups on the ground has proven satisfactory. In fact, when using racing fuel, no excess charring of the surfaces adjacent to the engine on the interior of the engine cowl has been evident. The interior of the engine cowl is sanded to a slick finish to reduce interior turbulence in the air flow. On the McCoy installation, the cowl exit is not swept backwards as much as on the Hornet installation, the smaller slot area being found sufficient for cooling purposes of the McCoy 49.

FUEL TANK INSTALLATION. The fuel tank has a capacity of 3 oz. of fuel. (Refer to Sheet No. 2.) Make certain that all soldered joints are leakproof and do not contain excess solder which increases the weight. Wash the tank thoroughly with fuel before installation. Soldering fluxes tend to corrode the interior of the engine. Also, do not spill fuel on the fuselage. It tends to soak it and increases the gross weight of the model.

ENGINE IGNITION. Engine ignition is accomplished by means of Arden glow plugs in order to reduce the weight and the over-all dimensions.

FLIGHT CONTROLS. The duralumin pulley is machined to the dimensions shown on Sheet No. 2. The control pulley is secured by a specially machined rivet, the length of the shank being variable for clinching purposes to suit each installation. The push-pull rod is made of hard steel wire, and is installed in two pieces, then soldered together, to facilitate installation. The rod is secured to the pulley by means of a rivet. Make certain that the rivet is tightly secured and is in proper position for safety. The flexible control cable passes around the control pulley groove to prevent slippage. The cable passes into the pulley under the rivet head and is continuous, out to the plywood line guides which are cemented to the underside of the left wing panel and are set into a groove to prevent slippage. The line guides are faired smoothly to the underside of the wing. Make certain that the rivet that secures the flexible cable to the control pulley is securely attached for safety purposes. No. 50 drill size holes will clear the control cables with ample clearance.