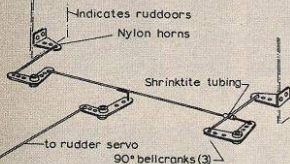


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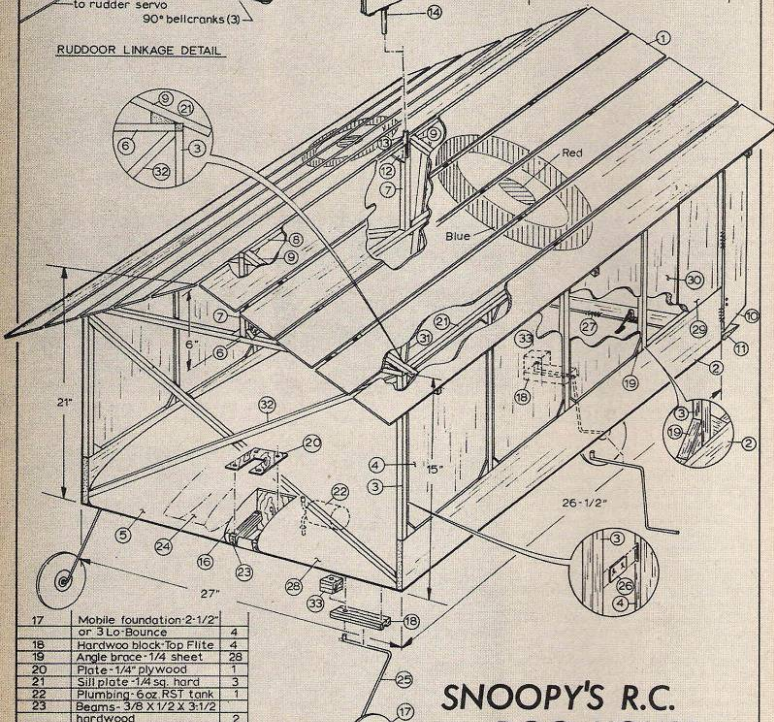
All material balsa except as noted.

BILL OF MATERIAL

PART No.	DESCRIPTION	REQ
1	Roofers-1/16 X 3X 36	10
2	Sill- 1/4 X 3 X 3	2
3	STUDS - 1/4 sq. hard	10
4	Siding- 1/8 X 6 X 12	8
5	Flooring- 1/16 X 3 X 27	9
6	Rafters- 1/4 Sq. hard	2
7	Stud- 1/4 Sq. hard	2
8	Ridge pole- 1/4 Sq. hard	1
9	Rafters- 1/4 Sq. hard	6
10	Ruddoor- 1/4 X 2 X 15	2
11	Elevator- 1/4 X 2 X 27	1
12	Brace- 1/4	1
13	Bearing- 1/8 i. d. tubing	1
14	Pivot- 1/8 o. d. tubing	1
15	Snoopy- 1/8 sheet	1
16	Floor joists- see detail	



RUDDOOR LINKAGE DETAIL



17	Mobile foundation- 2-1/2" or 3 Lo-Bounce	4
18	Hardwood block- Top Flite	4
19	Angle brace- 1/4 sheet	28
20	Plate- 1/4" plywood	1
21	Sill plate- 1/4 sq. hard	3
22	Plumbing- 6oz RST tank	1
23	Beams- 3/8 X 1/2 X 3-1/2 hardwood	2
24	Electrical power source location	
25	Axle- 5/32" wire	4
26	Hinges- nylon/mylar	16
27	Hinges- sewn ruddoor and elevator	

33	Hardwood block 3/4 sq X 1/2	4
32	Diagonal brace 1/4 sq.	4
31	Diagonal brace 1/4 sq.	2
30	Siding 1/8 X 2-1/2 X 12	2
29	Fixed siding- 1/4 X 4-3/4	2
28	Monokote carpeting	

SNOOPY'S R.C. DOG HOUSE

by: AL SIGNORINO

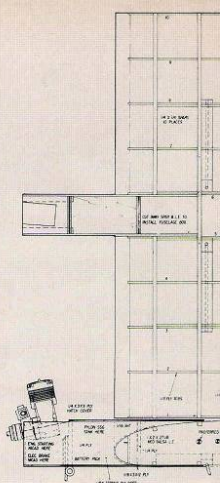
McDONNELL AIRCRAFT CLUB



Author prepares Snoopy's engine. Less down thrust w/engine further forward.

BY AL SIGNORINO

Snoopy's Doghouse O.M.T. (one more time) this is a revisit that everyone will welcome. Fabulous old dog house which captured the hearts of all modelers — up-dated; now a good flying machine!



FULL SIZE PLANS AVAILABLE

Snoopy's Doghouse - Revisited

● A lot has happened since Snoopy made his R/C debut at Rhinebeck in September 1968. The January '69 issue of M.A.N. covered the introduction at Rhinebeck and the February '69 issue of M.A.N. presented the construction article. Since then Snoopy has made over 100 flights in 12 states and Canada, many of which have been at the 25 airshows and flying demonstrations at which he performed.

On March 12th, 1969 Snoopy performed at the San Carlos Airport in California. Later that afternoon his creator, Mr. Charles M. Schulz, was presented a Wings For Snoopy award by the Navy's Blue Angels. Just two weeks before the trip to California, Snoopy made several flights at the Toledo Conference. Due to a rather "hard" landing on the last flight the sides and roof had to be rebuilt. During reconstruction, provisions were incorporated for quick disassembly for shipment in a plywood box 27" x 28" x 5" which just meets the size requirements to travel as luggage on the airplanes.

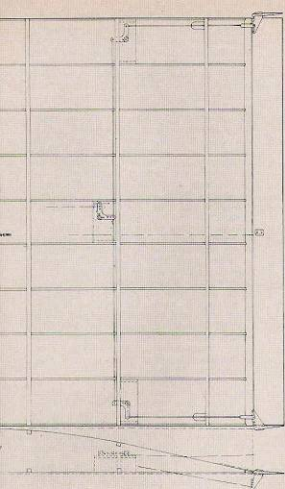
Spectators of all ages have turned out to see Snoopy perform in Missouri, Illinois, Nebraska, Tennessee, Kentucky, Ohio, California, Florida, Pennsylvania, Oklahoma, New York, Minnesota and Ontario, Canada. At full scale air shows some spectators enjoy the "Snoopy vs. the Red Baron" skit more than than the full scale aerobatics. One side benefit this produces for modeling in general is that the spectators accept these R/C aircraft (including their "model airplane" engines) as equal participants in the airshow without even thinking about it. They will probably have more respect for model airplanes the next time they see (or hear) them.

Snoopy's R/C Doghouse has not been kitted but 24 sets of full size plans have been distributed. Some copies have been built from the M.A.N. article without the full size plans. A picture and letter was received from Francis Plessier who built and flew one in France. Another appeared in Sault Ste. Marie, Ontario, Canada but was so heavy that it never got very high above the runway! Paul

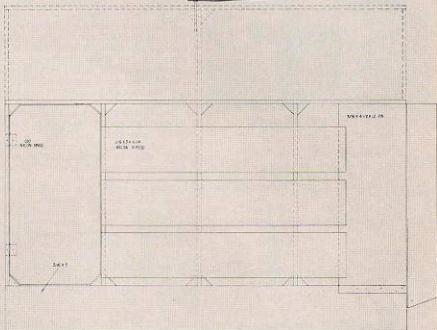
Salisbury of Euclid, Ohio had his at the '69 Toledo Conference and Bud Phillips of Havertown, Pa. had his at the '69 Nats in Willow Grove, Pa. The most successful reports of a duplicate have come from Bernie Murphy in Maryland; his looks and flies just like the original.

One of the questions most often asked by spectators at airshows is, "How many times has Snoopy been shot down by the Red Baron?" The answer is about five crashes (including the "very-hard-landing" type) during the course of about 100 flights.

Several modifications have been made which will be of special interest to anyone who has built or is contemplating Snoopy's R/C Doghouse. Mr. Carl Goldberg suggested that the three pairs of hinged side panels aft of the CG could be fixed rather than vaned. He was right and the latest version has only the one pair of panels forward of the CG hinged. The side sheeting forward of the fin is "ventilated" with $\frac{1}{2}$ " gaps the same as the roof. This is to reduce the adverse effects of side gusts. The poor



SNOOPY
COMICS



SEE PAGE 84

flights at Toledo in 1970 were caused by having the sides completely sheeted.

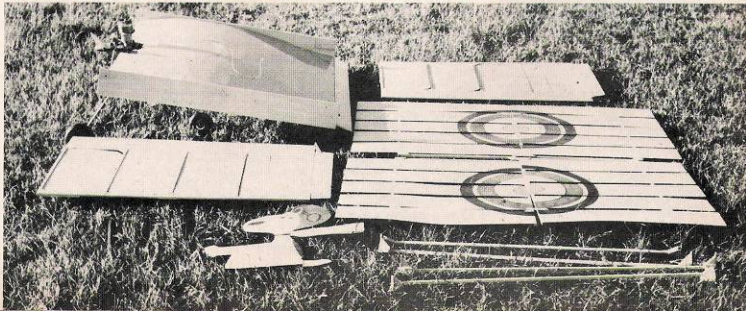
Another major improvement is the elimination of the two pound lead ballast. This was accomplished by adding a six inch stub fuselage. By moving all the heavy components forward, the 22% of chord CG is achieved without ballast. This modified version weighs only 7½ pounds whereas the original

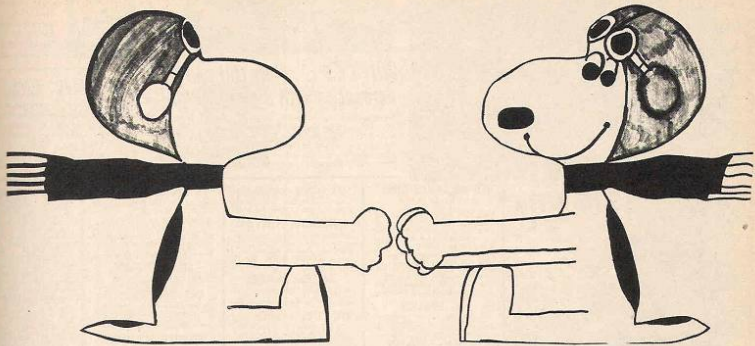
weighed 9½ pounds. Some minor changes include moving the main landing gear forward six inches; adding a steerable, tricycle nose gear fitted with an electric brake; self-contained Nicad starting battery; and a flat-bottom, blunt leading edge, thicker, sort-of-Clark-Y airfoil. This new airfoil flies better than the semi-symmetrical reflex type used on the original; i.e., level flight occurs with the doghouse more

nearly level whereas the original required a ridiculous angle of attack to achieve the required lift. There was one mode of instability that seems to have been eliminated in this new design, on the original, a tight left, diving turn at full throttle could not be neutralized with right rudder until the power was reduced - the new one comes out of fast, tight, left turns just about the same

(Continued on page 64)

In keeping with the times, Snoopy and the doghouse do a strip, but only down and just to make the carrying job easier. Fits a 5" deep box.





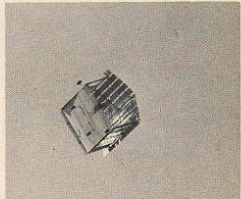
EXACTLY 1/4 ACTUAL SIZE



Al readies Snoopy's machine for its first flight at Rhinebeck. Lou Perritti watching for other planes.



With a mighty roar, as Snoopy would tell it, the Enya .60 pulls Doghouse up into the sky.



"Now that we are airborne a tight bank and a hurried search for the Red Baron, curses not there."

SNOOPY'S R/C DOGHOUSE

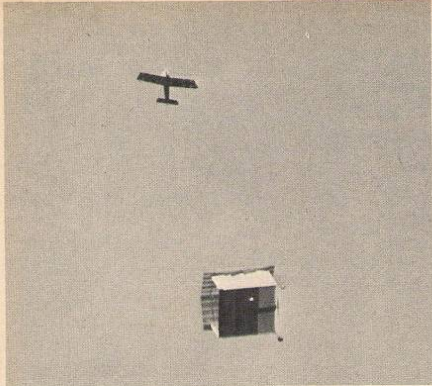
By AL SIGNORINO . . . editor of the McDonnell Radio Control Club's newsletter the 'Carrier Wave' went all out for something different and came up with the sensation of the year! His Snoopy Doghouse stole the show away from 42 various World War I models at Rhinebeck.

► The question most often asked of me is, "How did you come up with the idea of a radio controlled flying doghouse?" Well, for as long as I can remember, whenever I saw Snoopy flying his doghouse in the Peanuts comic strip I'd think about possible ways of making an RC version of it. Then when I saw a picture of the successful control line version in the February 1968 issue of A.A.M. I knew I had to try it with RC. My biggest surprise was that no one beat me to it. My original (on paper only) design had airfoil roof sections as well as an airfoil floor, with the engine up on a pylon. To expedite completion

I built the engine into the floor and gave up the idea of a lifting roof. I reasoned that the reflex airfoil design used on the Midwest Hustler XD-7 Delta design would work here too. I used their largest rib pattern for the floor joist airfoil size and shape but departed from their construction technique.

After construction of the floor was almost complete, I asked fellow McDonnell RC Club member Don Casper (Senior Aerodynamist) if it would fly. He said it might fly but would probably be very unstable, compared to the Hustler Delta, due to the straight, rather than the swept, leading edge. He added that it

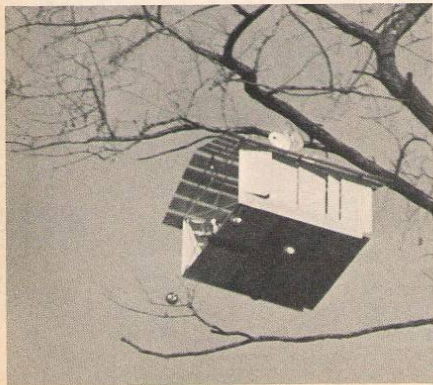
would be mandatory to get the CG as far forward as possible—between 20 and 25% back from the leading edge. I was a little discouraged but completed enough of the construction to make a test flight. Tricycle arrangement of the mobile foundation was tried but ground handling was very poor so the two forward outrigger gears were installed and the single nose gear removed. The first flight went very well except for the landing. It tracked straight into the wind and lifted off at a very steep angle with no tendency to snap roll. As a matter of fact, it practically hung on the prop and mushed along. (Continued on page 46)



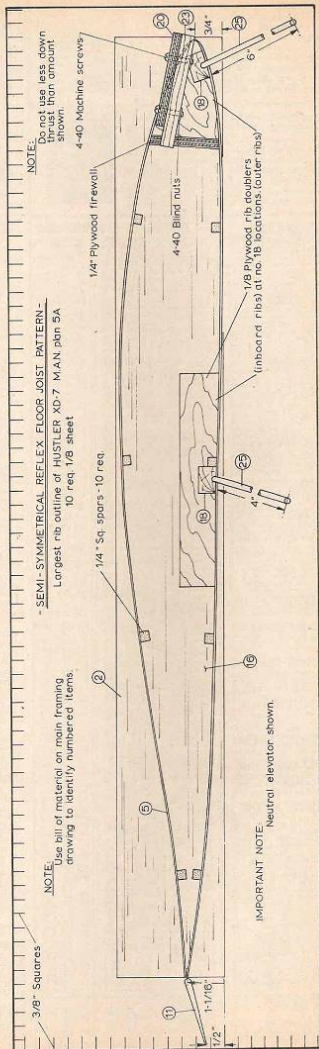
"Now that I'm turned around he turns up in a E-1 Eidekker, not the Tripe!"

SNOOPY'S R/C DOGHOUSE . . CONTINUED

I had to hold full down elevator to make any headway. I noticed aileron control was very ineffective and had to use the ruddors to make turns. On the first landing I cut the power too much, tried to stretch the glide and it stalled into the ground from about 10 feet high. It stalled straight ahead with no tendency to snap roll and sustained only minor damage. By this time it was less than two weeks until the WWI RC Scale meet at Rhinebeck and I knew I had to hustle if Snoopy was to keep this appointed duel with the Red Barons. I made the repairs, added the vertical hinged siding, cranked in some down elevator, and made the second flight. The takeoff was good but it still pitched up. The vertical siding didn't seem to affect directional control at all. I'm sure that if the siding wasn't hinged it wouldn't fly, so I've never tried "solid" sides. *(Continued on page 63)*



"Fooled him though, will sneak right inside the branches of this tree."



many did you have to build before you got it to fly?" . . . Believe it or not—only one has been built and very flight has been reasonably successful. Only two items tried were discarded: i.e. trike gear and ailerons. It was not the result of many years of research and development—I threw it together in four weeks of spare time effort after the '68 Nats.

If you have any questions or would like to correspond about your experiences with this project, please include a stamped addressed envelope. You may write to me, Al Signorino, at 11959 Glenvalley Dr., Bridgeton, Missouri 63042. If you want to schedule the movies please give several choices of dates. Full size plans are not necessary and I doubt if MAN will offer any but if you really want a set I can have them printed and sent for \$5 per set.

R.C.I.A. Masters

(Continued from page 52)

tional system is reviewed in a Field and Bench article on pages 46 and 47 of this issue.

Mac we have met in most every part of this country, from Florida to Buffalo and Washington D.C. to Los Angeles and any part of the midwest but this was our first trip to his home grounds. After the usual amenities, a visit to his private office, which like ours has two wall display cases, with one difference his cases contain memorabilia of the radio equipment field, our old ignition engines. One of Mac's proudest displays is his first Citizens band license which he believes to be the first issued and next to this in importance are the two clockwork timing escapements or actuators, the first to be designed and used by the renowned Jim Walker. These incredible units use a clockwork mechanism to drive cams which during rotation moves the correct control linkage in the proper time cycle. I'm sure that this description is not technically perfect but am sure it does convey the working methods of the device.

Also in Mac's office is a complete electronics work bench including everything in the checking field, including an oscilloscope down to the innocuous soldering iron without which no self-respecting workbench should be without.

It is at this workbench that Mac creates all of the devices and units for which Citizen-Ship is famous—these prototypes are then turned over to Bill Welker who heads up the electronics section of the company for whipping into production shape. Bill, in addition to his expert electronics background can also be classified as a top multi pattern flier and developer of many unique ideas on just how these machines of ours should be flown. Bill we have seen in the many parts of this country, actually to belong in this hobby, one must be a traveler, but always in a flying capacity. We have pitted for him in Cincinnati, Louisville, Washington D.C. and other places too numerous to mention. Our only reason for mentioning is to point out that Bill is thoroughly grounded on the problems of the fliers and how to achieve radio equipment best suited to their unique needs and thus the whipping into production shape considers the practicalities as well as the hardness and suitability of the unit.

Citizen-Ship's manufacturing facilities are a well compacted and airy shop with plenty of light. All of the male personnel are recruited from among the ranks of modelers and fliers all skilled in their own way. Ed Hughey, flier of speed boats and doesn't laugh at that flying bit, as I understand his hydro's seldom hit the water and when they do it's only the drive

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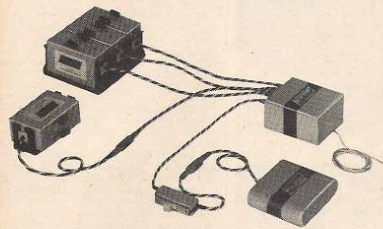
to factory, but please indicate whether you have a 4, 5, or 6 channel system. You will, of course, still be able to use your existing receiver and servos which will give you two complete radio systems at a very modest price. (Available factory-direct only.)

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for a second or two more, and then it was airborne... Climbing... Higher... One hundred feet... Two hundred... But something was wrong! Three hundred feet... The control wheel was jammed! Wheatley couldn't lower the nose! The Liberator climbed more steeply! Three hundred and fifty feet! The plane began to lose airspeed! It mushed, wallowing in the air, approaching a stall! Then with a shudder it fell off on its left wing and slanted toward San Diego Bay! Wheatley fought the controls, but to no avail! In the last seconds, Alan Austen grabbed the mike and yelled, "CONTROLS JAMMED! SABOTAGE!" And then the big plane hit the water. Only Lewis McCannon survived the crash, but he died on the following day.

At first, sabotage was believed to have been the cause of the accident. However, a subsequent investigation of the wreckage revealed that the control mechanism had been jammed by a loose bolt. On the day following the crash, a letter arrived in the mail for Bruce Craig. His Air Corps commission had been approved and he was offered an assignment at Maxwell Field, not far from his home in Selma, Alabama.

Bruce Craig never flew a combat mission. He never piloted a military aircraft. He never wore the uniform of the Air Corps. But his life was totally committed to aviation. His love of flying is shared by all who fly, and his routine work as a civilian aeronautical engineer is his contribution to the efficient operation of both military and civilian aircraft and the safety of their passengers.

Craig Air Force Base in Selma, Alabama is named in his honor.

AUTHORS NOTE:

I am indebted to the following people who have shared their personal recollections

of Bruce Craig: M. G. Beard, Assistant Vice President—Safety, American Airlines; William Littlewood, American Airlines; W. M. Ragland, Manager—Dispatch, American Airlines; Marvin Whitlock, Vice President—Line Maintenance, United Airlines; Otto E. Kirchner, Sr., Airline Safety Advisor, The Boeing Company; Col. Forrest R. Harsh, John McLaughlin; and Mrs. Henrietta Craig, Bruce's mother.

Snoopy's R/C Doghouse

(Continued from page 46)

Next I added the roof and some more down elevator. I left 1/2 inch spaces between the three inch wide sheets to kill any lifting tendencies and also to reduce drag. I didn't want a lot of lift or drag that far above the thrust line. It flew just as well with the roof added but it still pitched up. The landing on this third test flight was very smooth and I have continued to use this landing technique which will be described later. For the fourth flight I disconnected the ailerons and attached them to the elevator to make a full span elevator. I also added more downthrust to the engine and added Snoopy on top of the doghouse. It flew fine until his tail got caught in the rafters due to a make shift pivot. It went into a tight left spiral dive, Snoopy bailed out, and I recovered control. (This is all recorded on movies I have of the test flights!) A more reliable pivot was made and Snoopy has since been on every flight.

The all-up ready to fly weight of about nine pounds is more than I'd hoped for but the Enya .60 does a good job of pulling it around with an 11 x 6 wood prop.

Flights seven and eight were made at Rhinebeck. Fourteen more flights (all successful) have been made since then. Since

there has been such enthusiastic acceptance of Snoopy's RC Doghouse I hope to fly it at Toledo in February '69, so that more RCers can see it in action. The movies mentioned earlier are also available for a rental fee of \$5. Also included on the film are flight tests of my RC Autogiro and Custom Privater, Scale at the '68 Nats, and the Rhinebeck meet. The film runs about an hour and makes a good program for club meetings. Now that you know how it flies, here are the construction details. Cut out ten identical semi-symmetrical reflex floor joists from 1/2" balsa.—The 3/4" x 1/2" notches for the hardwood mobile foundation bearers may be cut at this point but I prefer to do it after the plywood doublers are glued in place. Space the floor joists 3 inches apart and frame up with 1/4 x 1/4 hard balsa, 1/2 x 1/2 leading sill and 1/2 x 1/2 trailing sill. Cut out the 3/32 plywood mobile foundation bearer doublers. Install the doublers and the bearers. Add the bottom flooring and the aft 3 inches of the top flooring.

At this point add rudder linkages and decide on your equipment layout. Mount the equipment as far forward as possible so a minimum of ballast will be needed. The original needed 2 pounds of lead with the equipment located as shown. I would rather have had the fuel tank directly behind the engine but that would have moved the servos 5 inches aft and would have required more lead in the leading sill. Locate equipment hatches as required and add remaining top flooring.

Build up the side walls on a flat surface. When dry, attach to left and right sides of floor, install 1/4 x 1/4 upper cross plates (fore and aft) and diagonal bracing before glue dries and check squareness and alignment. The diagonal braces are important structural members so don't leave them out. Making each pair the same length will

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also assure alignment. Add the remaining framework and gussets.

Draw left and right profiles of Snoopy and attach to 3/8" balsa with contact cement. Epoxy 1/8" o.d. brass tubing and washer to Snoopy for pivot attachment to roof. Install 1/4" i.d. brass tubing at intersection of ridge pole and vertical center rafter for Snoopy's pivot bearing. Important—Snoopy must be free to "weather-vane" or doghouse will not fly with Snoopy on top.

Attach ruddoors, elevator, mobile foundation, power plant, exhaust fan, etc. and check center of gravity. Add roof sheeting leaving 1/2" space between sheets.

I carpeted the floor with Monokote but finish yours by your favorite method. But don't try for a perfect finish on the roof and vertical siding—it will just warp the sheeting. Two light coats of spray enamel gives it plenty of color. The markings were put on the original with colored felt marker pens.

Make sure sufficient exhaust fan (engine) downthrust is incorporated as shown on drawing. Also note that neutral elevator looks like full down elevator. If the 90 degree bellcranks were installed correctly both ruddoors will move right when "right" is commanded from the transmitter. If you are accustomed to flying with aileron and elevator on the right stick of a two stick transmitter, simply plug the rudder servo into the aileron channel and you're in business!

Remove the remove-before-flight items such as the Van Gogh painting, pool table and stereo from the doghouse before starting engine. Double check equipment operation at various engine rpm and make sure right-gives-right, etc. Set the needle valve to peak out the engine pretty well but not so lean that the engine sags when the front of the doghouse is raised 45 degrees. If the engine dies on lift-off you'll have a big pile of toothpicks! Aim it straight into the wind, apply power and hold full up elevator. After a "normal" takeoff run it will rotate about 45 degrees and climb nicely. By now you had better bring the elevator back to neutral to get the nose down a little! It will be flying at a definite high angle of attack but the flight path should be level or a slight climb. If not, hold the necessary stick position or put in the necessary trim if you have enough available. Naturally you'll be steering left and right as necessary but the pitch attitude control has always been my biggest chore while test flying. To land, turn into the wind and come over the edge of the field at about 100 feet altitude; cut power to about 75% of maximum and pull in a little up elevator; it will settle into a nose high descent; at about 100 feet altitude apply almost full power and some up elevator to "flare" or reduce the rate of descent; just as the wheels touch the ground, chop power to full idle for "perfect" 4 point landing! (on Sunday at Rhinebeck I added full power again and made a crowd-pleasing touch and go landing but the engine leaned out and sagged. I didn't have enough power to gain altitude to go over the trees so I had to go thru and between them—no skill—just luck that Snoopy made it!!) After you quit shaking, make the necessary trim adjustments, refuel, and fly it again. Have a ball fighting duels with the Red Baron and his Fokker Triplane at your next local WW-I Scale meet! If your engine quits at a high altitude let me know if you were able to make a successful dead stick landing—I've never had occasion to try it. Also if you get brave enough to try some aerobatics let me know which maneuvers it will or won't do. I've been content to take off, fly big, slow, left-turning circles around the field and land.

At Rhinebeck one boy asked, "How

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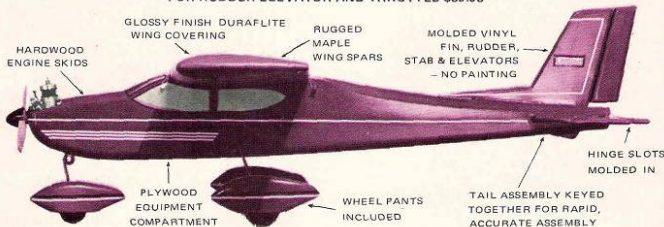
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• A beautiful semi-scale model of the famous Cessna Cardinal, with a semi-symmetrical airfoil section. Incorporating Dee Bee's time proven warp free construction and design, plus rapid, uncomplicated assembly. Manufactured under strict quality control to insure top performance and durability. Wing span 50"-Flying weight 3 1/2 lbs.-For .15 to .19 engines. This pretty little flyer is properly named-The Cardinal. You'll see a lot of them around this spring!

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were satisfactory. There was a slight tendency for it to start backwards (on big props as well as small ones) but it remained quite docile to handle at all times.

Running qualities were good. Steady rpm readings were held over a wide range of full throttle load speeds and the level of vibration was relatively low, perhaps the lowest of any 60 tested to date. This is probably due to the low reciprocating weight resulting from the ultra lightweight piston and also, to some extent, to the characteristics of the combustion chamber shape. Incidentally, the engine did not run so hot as many of its competitors and the main bearing housing remained relatively cool to the touch.

After a one-hour break in, a preliminary series of tests were run to check rpm on various props. Figures recorded included 9100 rpm on a 14x6 Top Flite Super-M, 10,600 rpm on a 13x5 1/2 Top Flite standard, 11,100 on a 14x4 Top Flite standard, 11,200 on a 12x6 Top Flite Super-M, 11,700 on an 11x8 Power-Prop standard, 11,700 on an 11x7 Top Flite Super-M, 12,100 on an 11x7 1/2 Power-Prop Super-M, 12,900 on an 11x6 Top Flite Super-M and 13,600 on an 11x6 Power-Prop Super-M.

The HP muffler, which clips neatly onto the 61's rectangular exhaust stack with two strong spring clips, is one of the best of currently available 60 size mufflers. It uses a full-length slotted steel outlet tube within a pressure cast aluminum expansion chamber which results in an acceptable degree of muffling without causing undue backpressure. As a result, the loss of revs on the usual size props (i.e. static speeds in the 12,000 rpm bracket) is of the order of a mere 300 rpm, rising to a maximum of 500-600 rpm only if the engine is propped for speeds right on the peak of the power curve.

One of the most notable features of the HP 61F is its very good low speed torque. Here our test motor rivalled the Webra Blackhead,

especially when both motors were fitted with their makers' mufflers. As regards power output, a peak brake horsepower not far short of 1.30 at between 15,000 and 15,500 rpm (less muffler) was determined from our dynamometer tests and, while this falls slightly short of the manufacturer's claim of 1.42 bhp at 14,800 rpm, it nevertheless established the HP 61F very firmly as one of the most powerful stock 60 class R/C engines dealt with in the Engine Review series to date.

There is no doubt that the new carburetor is a great improvement on that fitted to the original HP 61 R/C. Safe idling speeds (when the muffler is used) appear to be 2400 to 2500 rpm when the engine is propped for a 12,000 rpm top end and we found it easy to adjust the low-speed mixture control for a low idle and safe transition. Our only criticism is the throttle stop screw which is inconveniently located, making it very difficult to tighten its locknut without temporarily removing the carburetor from the engine.

In conclusion, we would say that it is our impression that, in the HP 61F R/C, the manufacturer has effectively dealt with most, if not all, of the objections that were levelled against the original production model HP 61.

Summary of Data

Type: Single cylinder Schnuerle loop scavenged two-stroke cycle with shaft type rotary-valve and twin ball-bearings. Throttle type carburetor. Muffler optional.

Checked Weights: 14.86 oz. (17.49 oz. with HP muffler)

Displacement: 9.900 c.c. = 0.6041 cu. in.

Bore: 24.5 mm. (0.9646 in.)

Stroke: 21.0 mm. (0.8268 in.)

Stroke/Bore Ratio: 0.857 : 1

Specific Output (as tested): 2.11 bhp/cu.in. (less muffler), 1.87 bhp/cu. in. (with muffler).

Power/Weight Ratio (as tested): 1.38 bhp/lb. (less muffler), 1.04 bhp/lb. (with muffler).

Price in USA: \$64.95 including HP muffler. **Manufacturer:** Hirtzenberger Patronen Zundhuetchen und Metallwarenfabrik AG., A-2552 Hirtzenberg, Austria.

U.S. Distributor: Nelson Model Products Inc., 6929 West 59th Street, Chicago, Illinois 60638.

Pylon Pit Patter

(Continued from page 37)

The first contest, the way it stands at this writing, is the Hampshire Show-down Air Races by the Hampshire County R/Cers of Hadley, Mass. Huntsville, Alabama will be the action point on May 8-9 for the Rocket Cities' 11th Annual R/C Meet. This one has all the pattern events, scale and Formula 1, so don't plan on too much racing. May 15-16 is the date of the Jacksonville, Florida "Rebel Rally" and it is a AAA meet. That means that it is a full house contest and should be a real ball to attend. The Chardon 500 is set for May 30th and it will have Formula I, Formula II and Sport Pylon again this year. Frank Vidmar will be running the show as usual, so here is a chance for you to get in a full day of racing.

Back to the work bench you hot shots - the season is about to start and you have a lot to get done. Oh yes - if you have any information you would like to pass along - the address is 616 Burtis St., Santa Barbara, CA 93105.

Snoopy's R/C Doghouse Revisited

(Continued from page 49)

as a conventional R/C model airplane.

Another endorsement of the latest design is that it has made 25 out of 25 successful flights; some of them in 25 to 30 mph winds! The engine used is an Enya .60 II with an 11/7 prop and the radio is a M.A.N. 2-3-4 with S4a and S4c servos.