



Andrew Kovacs, Norwell, Maine, built this R/C version of the famous Bombshell, our OT of the month. It's a beauty in black and red with yellow trim. Power is an Enya .35R/C.



A Cannon radio supplies the "returning urge" for Andrew's Buzzard. Note watch on Tx.

BUZZARD BOMBSHELL

OLD TIMER Model of the Month

Designed by: Joe Konefes
Redrawn by: Phil Bernhardt
Text by: Bill Northrop

• The Buzzard Bombshell has become such a common sight at Old Timer contests in the past couple of years that we simply felt there was no need to offer plans for it. However, requests keep coming in, so why fight it? Based on its popularity, we've also decided to offer the very handy "Stick 'em Patterns." You'll find full particulars on page 88.

Although it had already begun to make a name for itself in local Mid-West contests, Joe Konefes' Buzzard Bombshell really came on strong at the great 1940 Nationals in Chicago. Incidentally, the 1940 Nationals had 1400 entries, and there were no control line events (Stanzel's "G" Line models were the

only manufactured model airplanes available with a "string attached"), and only a few radio controlled models . . . everything else was free flight gas, rubber, and glider. The Bombshell design took 1st, 3rd, and 5th in Class C, with Joe's own model appropriately taking first on the strength of a tremendous single flight of 49 minutes and 40 seconds, all within the bounds of the flying site!

The BB was an anachronism in design trends. Starting with Carl Goldberg's Zipper in 1937, gas powered competition models had begun to look less and less like an airplane; with almost no nose moment, wings propped up on tall pylons, and pencil-like fuselages supporting huge stabs. For at least a brief moment in history, Joe turned the trend around with the Bombshell. Here was

(and still is a model that the non-modeling public could recognize as an airplane; a fuselage with cabin and windows, a wing sitting on top of that fuselage, tail surfaces in normal position, and a two wheel landing gear. And from the everyday modeler's point of view, it was something anyone could build . . . sheet sides, bulkheads, stringers, constant chord wing, lots of room and access for ignition system.

All original Bombshells were balanced at one third of the wing chord from the leading edge. Glide was corrected with elevator trim. Three washers (under rear engine lugs) of downthrust and three degrees of *left* thrust were used to produce a solid left climb under power, with rudder set for a right turn in the glide. A Brown B and 14 inch prop were used on the original model. •



Spiro Nicholaw caught in the early morning with his Ray Heit "Scram." This was a Flying Aces plan.

him one of the early engines, Brebeck Senior went to work and produced a new engine in two weeks that was comparable (and superior in many respects) to anything being manufactured at that time.

Improvement followed improvement as various models were produced. The Super 60 shown in the three-views was introduced in 1946. This garden variety



Jim Adams has won the Texaco Event three times with this Ehling Contest Winner. It's an appropriate name.

was widely distributed under the advertisement "A Snap to Start." Properly wired and hooked up, the OK 60 did start easily, but was prone to give the operator a sharp rap across the fingers for improper operation, such as flooding, timer advanced, etc. OK 60 motors ran well on 14-6 and 13-6 propellers, their power being as good, if not better, than contemporary engines.

The popularity of the OK engine was limited, as most modelers preferred to have the timer more readily accessible in the front, despite its inherent danger. OK engines have enjoyed a modicum of success to this date, and as pointed out in previous issues, O.K. parts for most post-war type motors are still available from Ted Brebeck, Box 40, Mohawk, N.Y. 13407.