



OLD TIMER
Model of the Month

.020 Replica "INTERCEPTER"

By JERRY MURPHY . . . A little more than our usual O.T. Model of the Month presentation, this hot .020 Replica will make you a threat at any contest. A famous Carl Goldberg design.

● The Interceptor was designed by Carl Goldberg in 1941 and was kitted by Comet in 1942. There were two versions of this design. One was a smaller class A model with a 42 inch wingspan and 288 squares. The other was the larger, class B model, with a 48 inch wingspan and 330 squares. The model presented here is a 0.71:1 scale reduction of the 48 inch Interceptor. It has a wingspan of 34 inches and 165 squares. With a total weight of 4.1 ounces (115 grams if you are into the metric thing), it has a truly outstanding performance. It won the first contest in which it was entered last summer in Denver and it placed third in the Rocky Mountain Championships while flying in the rain. The first and second place flyers flew in the morning in better air, while the author was busy with C gas. This year it won the Fort Worth Planesmen's Spring Rally. The prize there was a subscription to **Model Builder**.

This model will R.O.G. very well, and smoothly rolls into a steep right-hand power pattern. Once the engine run is over, it makes a smooth transition into its right-hand glide. This model flies so well that I decided to build a full size Interceptor for my old ignition K & B 29.

You might notice the pen bladder tank in the photos. Let me tell you, this is the only way to go. A pen bladder tank, coupled with Casey Hornbeck's 15P WindX Fuel (15% propylene oxide, 65% nitro, 20% castor oil) will result in easy starting and consistent high performance operation. If you don't want to mix your own, order from Casey at 3506 Dutchess Trail, Dallas, Texas 75229. Price is approxi-

mately \$4.00 a quart.

By now, somebody is asking what's that crazy design on the right wing and what's M³ mean? Well that crazy design on the right wing is the Colorado State Flag and M³ equals "Magnificent Mountain Men", Colorado's only free flight club.

The construction of the Interceptor is very straightforward. The only modification I would suggest is maybe a sheet fin. The only area that might give you any trouble is the pylon and fuselage top, so let's give you some help there.

First, cut out all the formers from sheet balsa. Now lay out the 3/32 sq. fuselage longerons on the bottom view drawing. After this has had time to dry, install all the formers. I built my model with Hot Stuff and found it to be a super time saver. Now, after this is dry, run the top 3/32 sq. spruce longeron from the tail up to former B. I suggest using spruce because the balsa part that I used on my model is very easily broken while carrying

the model on a motorcycle. Now, form the top of the fuselage by running soft 3/32 sq. stringers along the top notches in formers A through D. These stringers will butt up against the spruce top stringer just aft of former D. Add the two side stringers and the side sheeting. You should now have a fuselage that starts with a square nose and changes to a triangular tail.

Now add the pylon by first installing the 1/8 x 1/4 top and trailing edge. The pylon trailing edge sits on top of the spruce top stringer. I suggest that the TE be beveled to provide the best glue joint here. Now add the 3/32 ply wing mount. After adding the 1/8 sq. leading edge, leading edge block, and rib, you are ready to cover your pylon. Using soft 1/32 sheet and Hot Stuff, cover one side of the pylon. Now for a real time saving trick. You can use Hot Stuff to cover the other side of the pylon if you mark the position of the rib and

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Jerry Murphy enjoyed the .020 Replica version so much, that he built a full-size model of the Class B ship and installed his old K&B ignition .29.

former B on the outside of the sheet. Now take a pin and make small holes in the sheet on 3/16 inch centers along these lines. Now lay the sheeting in place and Hot Stuff it to the former and rib by placing the Hot Stuff in the pin holes. Sand the pylon to shape. Add the firewall, engine mounting blind nuts, timer mounting plate. Once you are happy with all of this, add the top sheeting and sand the finished fuselage.

After covering and adding the 1/16 plywood stab mount, reinforce the stab mount by adding 3/16 sheet gussets under both sides.

The wing and tail are very straightforward and no explanation is needed for them.

FLYING

Assemble your Interceptor and check the CG. It should balance 3-1/4 inches back from the leading edge of the wing.

Check for warps, and proper alignment of the wing and tail. My model has about 1/8 inch washin in the right main panel. The stab ~~must~~ be keyed ... With three fins mounted on it, a little bit of misalignment will go a long way.

My model flies with one washer of right thrust, right rudder tab, and very little stab tilt.

After the usual hand-glides-in-the-tall-grass routine is over, crank it up and let it go.

I hope you will be as happy with your Interceptor as I have been with mine. Happy thermals. ●