

The Thermaleer

A perfect flying day at a perfect location.



Two of Chris Lawson's Old Timers at the Leopold Flat Field

Frank Ehling Trophy Results.

1 st SAM 51 of Carmichael, California USA.	Team Total	4852
2 nd SAM 1993 of South Australia, Australia.	Team Total	4806
3 rd SAM 84 of Queensland, Australia.	Team Total	4672
4 th SAM 27 of Sonoma County, USA.	Team Total	4358
5 th SAM 21 San Jose, of California, USA.	Team Total	4092
6 th SAM 26 of California, USA.	Team Total	3810
7 th SAM 600 of Victoria, Australia.	Team Total	3611
8 th SAM 30 of Marysville, California, USA.	Team Total	3595
9 th SAM 62 of Fiano Romano [near Rome] Italy.	Team Total	3369
10 th SAM N-X-211, St Louis, MO, USA.	Team Total	2988
11 th SAM 60 of Johnstown, USA.	Team Total	2729
12 th SAM 93 of Tulsa, USA.	Team Total	2637
13 th SAM 1788 of NSW, Australia.	Team Total	2274

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CONTEST CALENDAR.December.

Haddon. Sunday 3rd. AM 1/2A Texaco, Climb & Glide, PM Texaco.

December/January

Dec. 28th to Jan. 6th. 60th Australian Nationals @ Albury / Wodonga.

February22nd Annual Roy Robertson.

Feb. 18th @ Pakenham. [P&DARCS]

Easter. Swanhill is on for sure. Program to be decided at November meeting.

Ballarat. 3rd December. 1/2A, Climb & Glide & Texaco.

Cohuna. TBA.

Leopold. TBA.

Monarto. South Australian, State Championships. 21 & 22 April 2007.

Presidents Report.

The next meeting will be at One Way Business Advisers starting at 7-30pm, there has been a one day contest organized at Haddon on Sunday 3rd November. The events will be 1/2A, Climb & Glide & Texaco. At Echuca last weekend we were unable to finish the competition due to windy weather, the replacement event will be open to all. There was a big lift on Saturday with Graham Scott getting 45min in the 1/2A fly off. It was good to see Dave Markwell and his wife come over from S.A. for the event. Steve Gullock, myself and Amy attended the Echuca Club Annual Dinner held at Peter's farm, we had chicken, beef shaslicks, wallaby stew and a lovely fruit salad. The O/T site for the Nats has been changed to Table Top. It has a new toilet block and is well grassed with camping allowed. I would like some suggestions as to sites for one day comps this season so come to the meeting with your ideas.

Regards Kevin.

For Sale

2 Cox 049 motors, brand new un-run. Without back plate and tank. \$25-00. each.

1/2A RC-1 w/- engine, servo's, 2ch rx, battery pack and 2ch transmitter. \$100-00

1/2A Bomber. Covered airframe. No engine or gear. \$30-00

AM Cyclonic. Covered airframe. As above. \$60-00

Contact Chris Lawson on 03-52758482



Editors Report.



The big news this month is that Swanhill is back on the calendar for our big Easter Fly-in. If you plan to go get in quick as accommodation books out fast at that time of the year and it will be to good an event to miss out on. The Swanhill guys tell me that there is no water problems at this stage and it is unlikely to raise it's ugly head by Easter, so the field will be in excellent condition for us. The canteen will be fully stocked and will be manned, but we may have to help out. All we need now is for the weather gods to smile on us and we'll make it as good a Swanhill as we have ever had. A full program will be decided on at the next meeting, which is due on the 24/11/06 at Brian Dowie's office starting at 7-30pm so please be there and help. The other news is the moving of the Old Timer events from Wodonga Race Track to Table Top for the 60th Nationals. Graham tells me this was unavoidable due to the race track access times being to restrictive. I'm told that Table Top is an excellent site and has very good accommodation near by at great prices. The unfortunate part is that many have booked accommodation at other

locations and either put up with some extra traveling or forfeit their deposit and rebook near the Table Top site. The problem I have, is trying to fly 3 O/T events and 3 F/F events. Staying at Rutherglen put me almost halfway between the two fields but now I have 90k separating them. Still as Ned said "Such is life". Also on the contest calendar is a one day event at Haddon set for the 3 December 2006. This will be 1/2a in the morning, a climb and glide club event followed by Texaco in the afternoon. The Texaco event will replace the Echuca Texaco event that had to be abandoned due to inclement weather but will be open to all flyers even if you were not at Echuca. Regards Fred.

MS ENGINEERING

FUEL SHUT OFF VALVE FOR PRESSURE OR SUCTION FUEL FEED WITH GLOW OR DIESEL

GLOW DIESEL

MIKE SALVADOR 73 LAFAYETTE AVE. MILLYTOWN, N.J. 08858-1595

A STRAIGHT FORWARD VALVE DESIGN WHERE A POSITIVE FUEL SHUT OFF IS REQUIRED. EASY TO INSTALL, USE, AND SERVICE. FEATURING OIL RINGING PARTS (PLUNGER), AND REPLACEABLE SEALS. YOUR PRECISION HAND MADE VALVE IS FITTED FOR GLOW/DIESEL FUELS AND TESTED BEFORE SHIPPING.

INSTALLATION INSTRUCTIONS:

1. THE IDEAL LOCATION TO MOUNT THIS VALVE IS ON THE SIDE CLOSEST TO THE ENGINE'S FUEL NIPPLE. USE AN "L" METAL BRACKET (NOT INCLUDED) THAT WILL FIT YOUR MODEL AND/OR ENGINE MOUNTING LUGS. SEE FIGURE #1

TYPICAL INSTALLATION

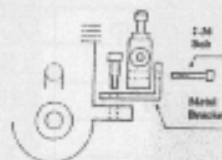


FIGURE #1

2. PLUNGER HAS A 2-56 THREADED END THAT ALLOWS THE USE OF NYLON PUSHRODS. SETUP UP YOUR SERVO-PUSH ROD CONNECTION AS PER FIGURE #2.

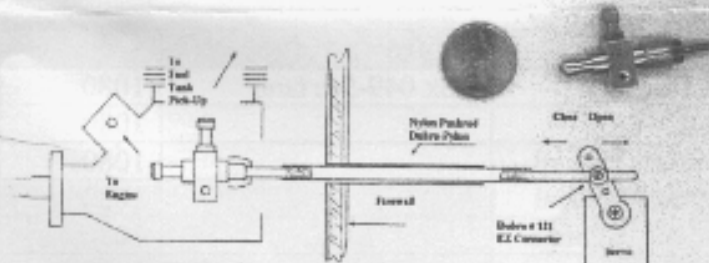


FIGURE #2

TO ADJUST:

- 1. BRING TX THROTTLE STICK AND TRIM TO "OFF" POSITION WITH TRANSMITTER AND RECEIVER TURNED "ON".
2. MAKE SURE SERVO ARM IS TOWARD "CLOSE" OR "FORWARD" POSITION.
3. "SLIGHTLY" PUSH THE NYLON ROD IN THE SAME DIRECTION (CLOSED) WHILE TIGHTENING THE SERVO CONNECTOR (SEE CONNECTOR). DO NOT OVERLOAD THE SERVO

"HAPPY THERMALS..."



DESIGNED AND ENGINEERED BY MIKE SALVADOR

A fuel cut off device, which looks a little like the one Stan Gurr makes in South Oz.

Wangaratta Results.**38 Antique.**

Name	Model	Engine	Score	F/O
Peter. Smith	1938 Cumulus	Madewell 49	1800	0
Paul. Farthing	1938 Flamingo	Contestor 60	1618	0
Geoff. Potter	Record Breaker	Sparey Diesel	1545	0
David. Thomas	1936 R.C.1.	Madewell 49	1525	0
Alan Brady	1939 Powerhouse	Anderson Spitfire	1462	0
Jim Rac	1938 Pixy	ED Hunter 3.46	1338	0
Dave Brown	1938 Lanzo Stick	Madewell 49	1036	0
Steve Gullock	Polly	Burford 5cc	996	0
Peter Scott	Folly 11	Madewell 49	847	0

Duration.

Name	Model	Engine	Score	F/O
Kevin Fryer	1936 Cumulus 92%	OS 46 FX	1260	1233
Peter Smith	1941 Playboy	McCoy 60 Spk	1260	1084
Dave Brown	1938 Bomber 85%	Saito 56 4s	1260	979
Brian Laughton	1941 Playboy	Irvine 36	1260	892
Peter Scott	Blitz Buggy	Saito 56 4s	1260	795
Steve Gullock	1936 Dallaire 80%	OS 52 4s	1260	678
Robert Taylor	92% Cumulus	McCoy 60	1260	482
Lyn Clifford	1938 Cumulus	YS 63	1260	451
Paul Farthing	1941 Playboy	Dooling 29	1260	435
Barry Barton	1936 RC-1	OS 46 FX	1260	277
Robert Smith	1941 Playboy	Saito 56 4s	1214	
Geoff Potter	1941 Playboy	Enya 53	1203	
Ian Avery	1941 ES Gas Champ	OS 32	1182	
Steve White	1941 Playboy	YS 53 4s	1151	
Brenden Taylor	1941 Playboy 110%	Dubjet 46	1132	
Don Watson	1941 Playboy	ASP 61 4s	927	
Brian Dowie	1941 Playboy	OS 40	922	
Ken Robertson	1941 Playboy	ASP 61 4s	669	

1/2A Texaco

Name	Model	Engine	Score	F/O
Peter Scott	1941 Lil Diamond	Cox 049-5cc tank	1080	737
David Thomas	Baby Bird		1080	678
Peter Smith	1942 Stardust Special		1080	633
Kevin Fryer	1942 Stardust Special		1080	579
Ian Avery	1940 Playboy Cabin		1080	547
Robert Smith	1941 Lil Diamond		1080	544
Robert Taylor	1942 Stardust Special		1080	473
Graham Scott	1941 Atomiser		1080	469
Barry Barton	1942 Stardust Special		1080	302
Jim Rac	Pixy		1080	127
Dave Brown	1942 Stardust Special		1080	46
Grant Manwarring	1941 Lil Diamond		1067	
Paul Farthing	1936 MG2		1017	
Geoff Malone	1941 Playboy		971	

Texaco.

Name	Model	Engine	Score	F/O
Paul Farthing	1938 Bomber	OS 60 4s	1800	2453
Peter Smith	1938 Bomber	OS 61 4s	1800	2330
Geoff Potter	1938 Bomber	OS 61 4s	1800	1632
Barry Barton	1938 Anderson Pylon	OS 60 4s	1800	900
Grant Manwarring	1936 Dallaire	OS 61 4s	1800	800
Steve White	1938 Bomber	OS 60 4s	1800	
David Thomas	1938 Bomber	OS 60 4s	1686	
Jim Rac	1937 Krupp Bowden	Enya 46 4s	1675	
Robert Smith	1938 Bomber	ASP 61 4s	1656	
Steve Gullock	Polly	Enya 53 4s	1577	
Ian Avery	1936 Dallaire 75%	OS 40 4s	1479	
Peter Scott	1938 Bomber	OS 60 4s	1200	
Robert Taylor	1936 Cumulus 105%	OS 61 4s	1193	
Geoff Malone	1936 Dallaire	OS 61 4s	1091	
Don Watson	1939 Powerhouse	Saito 50 4s	972	
Lyn Clifford	Berryloid	Enya 60 4s	600	
John Bradburn	Dallaire 75%	OS 40 4s	600	
Ron Morris	Cloud King	RCV 58 4s	504	
Lyle Baker	Berryloid	Magnum 52 4s	376	
Alan Brady	1936 RC-1	Brown Jr	10	



Ramblings by, Don Howie.

Having been overseas for 7 weeks, I missed out on the last couple of issues of "The Thermaleer". I rang Fred and asked what type of article he would like, he mentioned he liked "Pommy" models.

I must admit to being very interested in the kits and engines from International Model Aircraft Ltd as I got into model flying, thanks to Frog in the late 1940's. As a boy I was given a Frog Interceptor Mk V rubber model with aluminium fuselage, card wings and gearbox driven prop. I never got it to fly properly but it sure looked good as over a million of these models were sold.

Frog was formed in 1932, the main people being Charles Wilmott and Joe Mansour. In 1934 Charles Buffery joined, followed by Bert Judge in 1936 after he won the Wakefield Trophy for rubber models. J.R. Vanderbeek joined in 1941 and his designs usually had Van in the name, such as my first C/L model the "Vandiver". I was able to talk to A.A. [Bert] Judge recently in England, also I was able to see many F/F power Frog models flying.

After the war, one of the Lines Bros. executives saw George Court flying a petrol engined model on a beach in England, he quickly suggested that Frog produce this engine. Late in 1946 the Frog 175 ignition engine was produced, against the advice from Bert Judge and others in Frog. It never had much power, so George modified the engine and produced the Frog 100 diesel in 1947.

FROG

TRADE MARK





"VANDIVER" AND "160" RED GLOW



48/-

Less Airscrew

THE IDEAL CONTROL-LINE STUNT MODEL AND ENGINE—
see "Model Report" in this issue
pages 30, 31, 32.

The "Vandiver" is guaranteed to do "EVERYTHING IN THE BOOK." The FROG kit is well planned, simple to construct, a pleasure to fly and a certain contest winner. The "160" Red Glow motor is 1.66 c.c. capacity, 3 1/2 oz. weight and develops up to 9,250 r.p.m. The standard FROG integral fuel tank, coupled with the "side winder" mounting makes a special stunt tank unnecessary.

13/6

Order from your local dealer—we cannot supply direct.



The 40 in. span FROG "Conquest" is the finest precision flying model available today—designed for the FROG "180". **63/-**





The famous "40" "Bomber Wizard" 1941 and a perfect example of a precision semi-scale model. **35/-**



"Sirocco-D" A 40 in. span petrol driven power model. Ideal for contest and contests. A complete FROG kit. **17/6**

FROG "100" 1 c.c. capacity, 4000 r.p.m. For the "Radial", "Vandiver", "K" and "Sirocco-D". **48/-**

FROG "180" 1.66 c.c. capacity, 10,000 r.p.m. An engine, surely powerful model. **54/9**

Price for Airscrew



FROG "Radial"—the ideal control-line model with any of the FROG models. (See report in SAM) **17/6**

A complete range of power model accessories including plastic airscrews, wheels and fuel is now available. See your dealer today and insist on FROG products.

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Charles Buffery fitted the 100 in his Frog 45 inch design and won the 1947 Bowden Trophy event with this new power model. Bert Judge modified this early engine, making the Frog 100 Mk II, then the Frog 160 Red Glow and the Frog 180 diesel [see advert]. Bert was working on a 5cc glow plug engine, but he was rather slow so Frog copied the K & B Torpedo 29 from U.S.A. and so the Frog 500 was designed in 1949. Bert designed the Frog 250 diesel in 1950, followed buy the Frog 150 diesel in 1951. His last engine was the Frog 50 diesel, introduced in 1952, looking like a small 150. At this time Bert Judge decided to join his old Frog mates at "Jetex", started after the war by Charles Wilmott and Joe Mansour.

Frog was left without an engine designer until they found George Fletcher in 1954. I liked the Frog power kits very much as they were highly prefabricated with aluminium cowls, diecut balsa and ply and many other shaped parts. The other kits such as Veron and Kiel Kraft still used printed balsa sheet, making construction rather tedious. The Frog "Radius" C/L model had a moulded balsa fuselage in 2 parts, making the fuselage very easy to construct. Free Flight power models such as the 40" wing span "Fox" pylon model and the 36" span bi-plane, used the moulded fuselage construction.



I often see many of the Frog kits flying in England as Free Flighters, Gareth Fidler had three Frog "45" models at the Little Rissington SAM 106 meeting, and they all flew very well. The advert from February 1949 Model Aircraft, shows the early Frog. The early Frog engines were low cost and rather rough, but most young modellers were not as fussy as we are today, perfectly happy to have an affordable engine that would run. The Frog group in the 1950's had a factory on a 25.5

acre site at Merton, London, and was the largest in the U.K. , with Lines Bros. works being the worlds largest toy factory.

Contests.

Reading "Thermaleer" June / July 2006, Fred Roberts asks where have all the competitors gone? We are finding low entries due to poor weather conditions being forecast, often when we get to the venue out of the city, the weather is perfect, just like an event at S.S.L.Park recently.

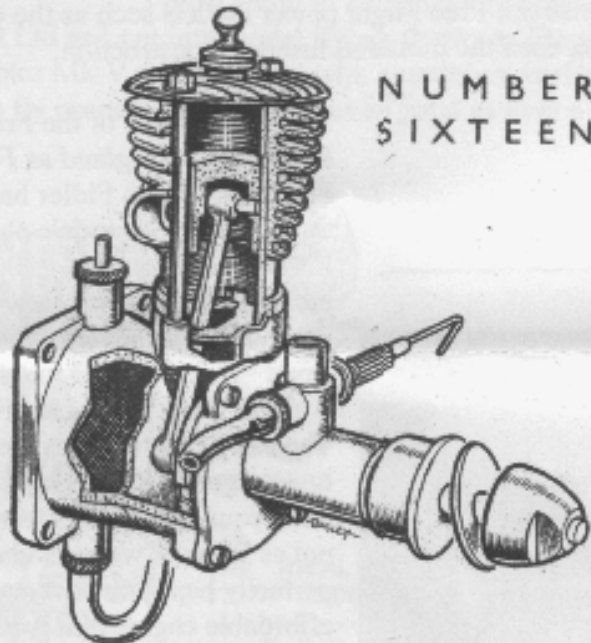
I suspect that the Frank Ehling 1/2A Texaco event will have been down by the time you read this, I expect quite a number of SAM groups will enter, such as SAM 1993 in S.A. The model shown is Brian Laughton with his 1/2A Red Ripper weighing 13.5 ozs, so will need some weight added to fly in the Postal Event. The Red Ripper was designed by Jerry Peeples and was 72" span for a Brown Junior [Duration]. The design was published in Flying Aces magazine, July 1940. The S.A. State O/T Champs will be held at the end of April 2007 at Monarto Flying Field [near Murray Bridge], exact dates not available at present.



One of the engines from the Frog range discussed by Don Howie.

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AEROMODÉLLER August, 1949



NUMBER SIXTEEN

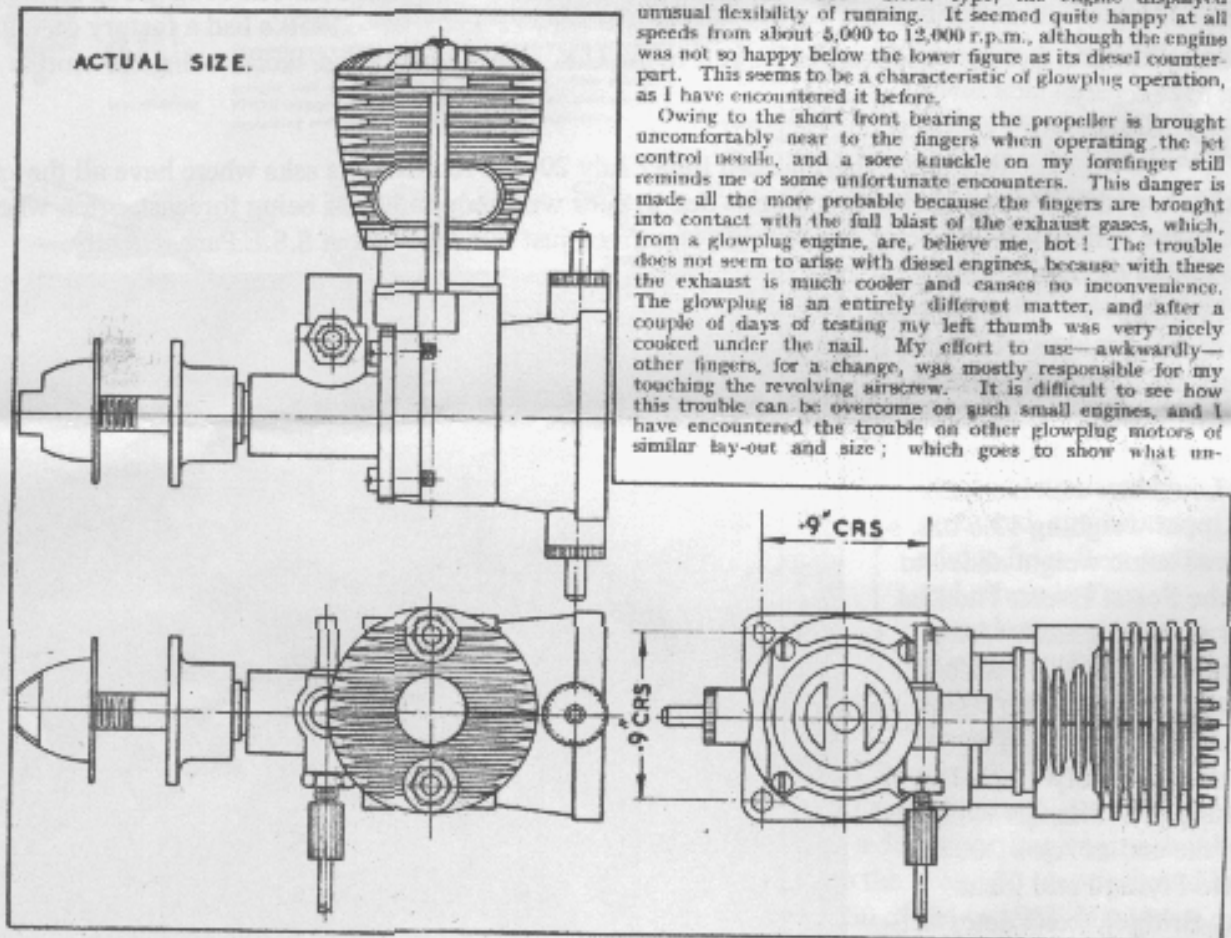


THE Frog "100" glowplug engine follows the external appearance of this well-known range, with the fuel tank integral with the crankcase and forming the engine mount. The rotary-shaft inlet valve is also retained, although I understand that a new type of jet—claimed to give greater sensitivity of control—is now being fitted. During this engine test the old type of jet was used, but it is not felt that the new jet would have had any effect upon the actual power developed by the engine.

Some preliminary trouble was experienced in starting the engine, due to a mysterious and persistent blockage of the jet. Careful investigation disclosed that this was caused by small particles of the plastic fuel tube, which were cut from the bore of the tube each time it was pushed on to the spigot of the jet. The type of tubing used seems very prone to this, and the difficulty was overcome by substituting a different kind.

Once the control settings had been mastered the engine started quite readily, and, as I discovered during my previous tests with the "100" diesel type, the engine displayed unusual flexibility of running. It seemed quite happy at all speeds from about 5,000 to 12,000 r.p.m., although the engine was not so happy below the lower figure as its diesel counterpart. This seems to be a characteristic of glowplug operation, as I have encountered it before.

Owing to the short front bearing the propeller is brought uncomfortably near to the fingers when operating the jet control needle, and a sore knuckle on my forefinger still reminds me of some unfortunate encounters. This danger is made all the more probable because the fingers are brought into contact with the full blast of the exhaust gases, which, from a glowplug engine, are, believe me, hot! The trouble does not seem to arise with diesel engines, because with these the exhaust is much cooler and causes no inconvenience. The glowplug is an entirely different matter, and after a couple of days of testing my left thumb was very nicely cooked under the nail. My effort to use—awkwardly—other fingers, for a change, was mostly responsible for my touching the revolving airscrew. It is difficult to see how this trouble can be overcome on such small engines, and I have encountered the trouble on other glowplug motors of similar lay-out and size; which goes to show what un-



August, 1949 AEROMODELLER

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expected things can happen, even when only changing over from diesel to glowplug operation.

TEST

Engine: Frog "160" 1.66 c.c. Glowplug.

Fuel: Frog "Red Glow" Glowplug Fuel.

Starting: Pulley and cord starting was mostly used for convenience, but the engine started easily by hand when tried experimentally from time to time.

Running: This was particularly even at all speeds, and made testing very pleasant, owing to the absence of "hunting" and general fussiness. No cut-out is fitted.

B.H.P.: Although the Frog "160" is a general purpose engine, with no claims to being a hot-stuff, racing job, the power output is very creditable, with the maximum power occurring at a nice turn of speed. As will be seen from the graph, a maximum of .083 b.h.p. is found at a speed of 10,800 r.p.m. The rise and fall from this point is gradual; in fact, the curve is remarkably flat. Thus, a drop of only .003 b.h.p. from maximum occurs over a range of 2,000 r.p.m.; that is, between 9,500 and 11,500, so that a slight maladjustment in throttle setting should not have serious results.

After 11,500 r.p.m. power drops fairly rapidly until, at 12,200 further test readings served no useful purposes. So, also, at the lower end of the scale, where, after a reading of .053 b.h.p. at 5,400 r.p.m., tests were discontinued.

Power/Weight Ratio: .379 b.h.p./lb.

Remarks: No mechanical failures of any kind were encountered throughout the tests, and the engine ran well and consistently at all times.

GENERAL CONSTRUCTION DATA

Name: "Frog 160"

Manufacturers: International Model Aircraft Ltd., Morden Road, Merton.

Retail Price: 48/- (including purchase tax).

Delivery: Ex Stock.

Spares: Ex Stock.

Type: Glowplug.

Specified Fuel: Frog "Red Glow".

Capacity: 1.66 c.c.

Weight: 3.25 ozs.

Compression Ratio: 10:1

Mounting: Radial, Upright or Inverted.

Recommended Airscrew: 8 in. dia. by 5 in. pitch.

Recommended Flywheel: 1½ in. dia. Weight: 3 ozs.

Tank: Integral with crankcase.

Bore: .485 in.

Stroke: .55 in.

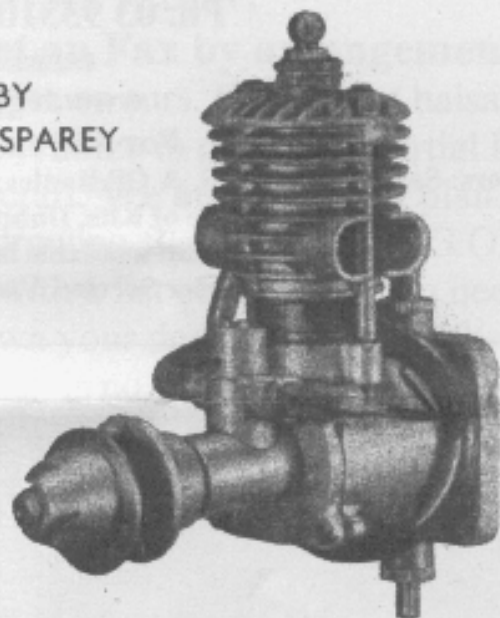
Cylinder: Hardened steel, 4 exhaust ports and 4 transfer ports. Attached by spigot and two holding down bolts.

Cylinder Head: 2 holding down bolts, Sammonds' lock nuts.

Contra Piston: Cast Iron.

Crankcase: Aluminium die cast

BY
L. H. SPAREY



Piston: Cast Iron Flat top.

Connecting Rod: High Aluminium R.R. 50.

Crankpin Bearing: Plain.

Crankshaft: Steel, heat treated.

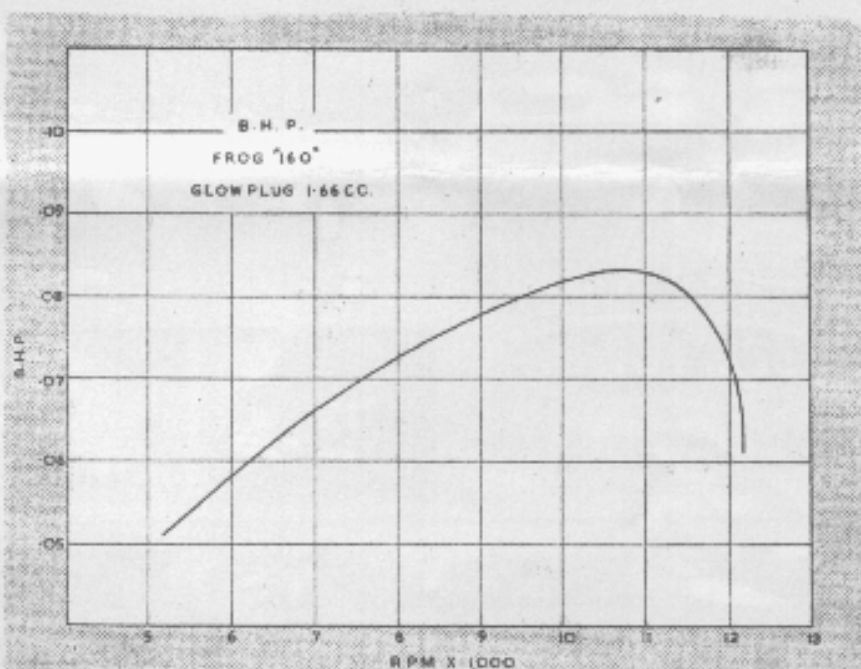
Crankshaft Valve: Rotary.

Plug: ¼ in. K.L.G. "Miniglow" plug.

Main Bearing: Plain (Mechanite).

Little End Bearing: Plain.

Special Features: Transfer ports are internal with bevelled tops to give direction to the mixture. The combined crankcase and fuel tank facilitate mounting as a "sidewinder" for control line flying.



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For a full list of available Old Timer and other plans contact me at the above address.

Old Timer.

100% Bomber 3' center section	\$72	
Brooklyn Dodger 120%	"	ribs & plan \$61
Record Hound	\$80	
" 115%	\$70	
" plan only		
Red Zephyr 72"	\$10	
"	\$84-	
Red Zephyr	\$55	
Sailplane		
Schmaedig Stick	\$19-20	
Scram	\$54-50	
Spacer 108%	\$50-60	
Spacer 111% 77"	\$50	
Stardust Special 50"	\$35	
" 118% 59"	\$17	
" 148% 72.5"	\$46	
" 860sq.in. 86"	\$55	
Trenton Terror 72"	\$45-25	
" 75"	\$48-50	
" 90"	\$59	
V Tail Swallow		
Yates Pylon		
Zoot Suit Ribs	\$18	
Buzzard Bombshell	\$60-80	
Cavalier-OT 108"	\$71	
Civy Boy 61 .60 cu.in.		
Cloudster	\$62	
Comet Clipper	\$42	
Cumulus 100%		
Cumulus 92%	\$66-80	
Dallaire Sportster	\$82-80	
Dallaire Sportster 90"	\$76	
Dallaire Sportster 100%	\$70-30	
Henry Weaver 135%		
Eliminator 110%		
Experimental		

Pencil OT	
Playboy 100%	\$56
Playboy 105%	\$66
" W/- plan	\$71-45
" Wing only	\$37
" 111% 89"	\$76
" 115%	\$75
" W/-plans	\$87-50
Playboy 66% w/- plan	\$50
Playboy 92% w/- plan 73.5"	\$63
Playboy Cabin 80"	\$54
" 1/2a	\$33-80
Playboy 100% plan only	\$6
Privateer 1/2a OT	
Rambler 1/2a	\$32
Record Breaker 100% w/-plan 96"	\$90
" 85% "	\$82
"	\$61
Flamingo	\$104
Flamingo Plan	\$20
Lancer	\$50
Lanzo Airborne Glider	\$89
Plan only	\$22-80
Bomber 100%	\$72
Plan only	\$ 20
Bomber 85%	\$67
Plan only	\$15
Bomber 85% wing only	\$37
Bomber 90%	\$68-50
Lanzo RC1 1/2A 52"	\$40
Lanzo RC1 100% W/-plan	\$67-50
Lil' Diamond 115%	\$50
" 1/2a W/-plan	\$48
" 120%	\$52
Miss America	\$53