



Paul Forrette's Long Cabin won the pylon racing event at the SAM 21 fun-fly. Looks like Sure Flite floats.



Bob Von Kinsky's Anderson Spitfire-powered Powerhouse used a simplified version of the Berkeley Gondolier 40 floats.

of the Hassad Custom, came out directly after World War II. Interestingly enough, the name, Sky Devil, had been employed before, as quite a few Hassad Customs were sold under this name. The name, incidentally, was derived from the airplane club associated with Tom Herbert's Westchester Hobbies in White Plains, which first sold the engine. With the "Sky Devils" promoting the engine in contests, it was a natural to name the motor.

To back up a little, Ira Hassad, who is still actively running a machine shop in San Diego, was one of the early pioneers of model engines. He and Irwin Ohlsson attended Polytechnic High in Los Angeles, where they singly and collectively attempted to build miniature gas engines. After graduation in 1934,

Hassad first worked for McFarland motors, along with Irwin Ohlsson.

When the company folded, their paths separated and Hassad caught on with Grand Central Air Terminal at Glendale, the center for Curtiss-Wright. About this time, Major C.C. Moseley decided to produce a model gas engine based on Bill Atwood's design, and Hassad and Mel Anderson were hired along with Atwood. But, that is another story we will run in the future.

Edco advertisements (primarily in Model Craftsman for the auto racing trade) showed two versions of the Sky Devil, a 1500 SD for airplanes and a 1500 SDR for race cars. The airplane version featured a bore of .940 inches and a stroke of .935. However, the race car version, to comply with the .61 cu. in.

engine limitation, had a stroke of .935 inches, with a reduced bore of .910.

When interviewed by Bill Thompson, an ardent engine collector residing in San Diego, Ira readily admitted that the Sky Devil production version never did meet the performance standards of the Custom. According to Bill, the thing that was missing in mass production was the care that Ira Hassad took when assembling each engine. However, many owners were aware of Hassad's rework service, and for \$15.00 could have Ira turn their engine into a first-rate winner.

With the year of 1947 starting and the demand for engines finally satisfied, it didn't take long for sales to start falling off, especially in view of the demise of

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OLD TIMER Model of the Month

Designed by: Frank Ehling

Drawn by: Bernard Shulman

Traced by: Al Patterson

Text by: Phil Bernhardt

Here's an Old Timer that probably even John Pond doesn't know about. It's Frank Ehling's "Triangle", designed and built in 1938. Actually, the first Triangle was twice the size of the model presented here. When Ehling's club decided to hold a marathon contest at Cherry Hill, N.J., he built a half-size version (the model presented here) and powered it with an Ohlsson .23. The idea was to put in as many one-minute flights as possible in one hour. All flights were R.O.G., and if you broke a prop, you were out (that's why the wheel is out in front of the prop). The model turned out to be a good, stable flier so much so that Ehling won the contest!

The plans for the Triangle were sent to us by Bernard Shulman, who got them directly from Frank Ehling himself. Bernard has been flying a Triangle with a Cox Tee Dee .049 and Ace single-channel pulse radio, and has been having a ball with it. For those who may want to do the same thing, we've included a sketch of the modified rudder on the drawing. Bernard says the model

flies better with the wing moved a 1/2 inch forward of the position shown, and with 3/16 inch of incidence under the l.e. of the wing. He also used spruce for the wing l.e. and spar (the original used

balsa).

Bernard says the Triangle is so odd-looking, his wife thinks it's cute. Well, it's odd-looking, all right... nobody will disagree with that... but cute?



PHOTO BY BERNARD SHULMAN

