

Enticknap Sale list #13

Engine Number 368

Glo-Mite glow model airplane engine of .099 displacement. Mite Manufacturing Co. of Brooklyn, NY manufactured this engine in 1948. This new in box engine has a finless machined aluminum head. There is a bleed valve in the bottom of the magnesium crankcase. The crankshaft does not turn over and the Arden type glow plug is included.

Engine Number 373

Husky J. V. ignition model airplane engine of .193 displacement. Husky Motors of Seattle, WA manufactured this engine in 1938. The venturi is angled from under the exhaust toward the right side of the engine. The bypass is smooth with no letters cast on it. The crankshaft turns freely with great compression. The wood mount, spark plug, coil and condenser are included. It may have been run.

Engine Number 376

Glo-Mite glow model airplane engine of .099 displacement. Mite Manufacturing Co. of Brooklyn, NY manufactured this engine in 1948. The Arden glow plug is included. The crankcase and head are magnesium. No fuel tank was included with the engine. The crankshaft turns freely with good compression. It does not appear that the unit was mounted or run.

Engine Number 378

Mercury "GNAT" ignition model airplane engine of .152 displacement. Mercury Model Airplane Co. of New York, NY manufactured this engine in 1940. The engine was probably mounted and maybe run. The crankshaft turns freely with great compression. The timer assembly is missing but the spark plug is included. On the front of the crankcase under the crankshaft is stamped "589".

Engine Number 406

Buzz "C" ignition model airplane engine of .342 displacement. Buzz Motors – America's Hobby Center of New York, NY manufactured this engine in 1948. "BUZZ C" is stamped into the sheet aluminum of the back cover. The timer frame appears to be stamped sheet metal. The V-2 spark plug is included. The crankshaft does not turn and the exhaust extension is missing. There are no signs that the engine was mounted or run. The crankshaft turns in very heavy grease. The spark plug is included.

Engine Number 418

Forster 99 Marine ignition model boat engine of .997 displacement. Forster Brothers of River Forest, IL manufactured this engine in 1955. This unit has a double-ended crankshaft with a two-speed timer. The crankshaft does not turn. There are signs of mounting. On the base of the cylinder in front is stamped "6094". The VR-2 spark plug is included.

Engine Number 423

Forster 99 "Model C" ignition model airplane engine of .884 displacement. Forster Brothers of River Forest, IL manufactured this engine in 1939. Ted has written on the back of the crankcase "1939 C Kit". The fuel tank and needle valve assembly are missing. The crankshaft turns smoothly. It has been mounted and perhaps run.

Engine Number 430

M&M 23 ignition model airplane engine of .233 displacement. M&M Model Wheel Co. of Seattle, WA manufactured this engine in 1937. There are no markings on this engine anywhere. It has probably been mounted and run. The crankshaft does not turn. The Champion V spark plug is included.

Engine Number 433

Brat ignition model airplane engine of .139 displacement. Keener Aircraft of Oakland, CA manufactured this engine in 1938. We did not take the spark plug out to measure it but it looks like a 5/16-27 Clipper spark plug and it is included. It is definitely not a 3/8x24 plug. This example has a beveled head. The only markings are the numbers "182" stamped into the back screw in cover. The crankshaft turns smoothly in heavy grease and it appears to have been mounted and perhaps run.

Engine Number 435

Mite diesel model airplane engine of .099 displacement. Mite Manufacturing Co. of Brooklyn, NY manufactured this engine in 1947. The crankcase is die cast magnesium and it has a bleed valve in the bottom. The compression is fixed with no contra piston. There is the possibility that it was mounted and run. The crankshaft does not turn.

Engine Number 436

Cobey-Waite "Model 1470" ignition model airplane engine of .147 displacement. Molded Insulation Co. of Philadelphia, PA manufactured this engine in 1946. The cylinder is matte finished and the induction is side port. "Cobey-Waite" is cast into the bypass over a stylized "CW" in a circle. The plastic tank is cracked. The crankshaft turns over smoothly with compression. It appears to have been mounted but the connector on the timer for the ignition wire has never been soldered to. The spark plug is included. On the outside of the right mounting lug is stamped "155".

Engine Number 439

Trojan Jr. ignition model airplane engine of .192 displacement. Trojan Miniature Products of Hollywood, CA manufactured this engine in 1938. This version has head fins and a 3/8" spark plug that is included. On the back of the crankcase is stamped "239" just below the level of the mounting lugs. The crankshaft turns smoothly with compression. There are signs that it was mounted and probably run but it looks nearly new.

Engine Number 476

Marvin Jr. "A" ignition model airplane engine of .139 displacement. Marvin Manufacturing of Royal Oaks, MI manufactured this engine in 1946. The head on this engine is cast as part of the cylinder. On the bypass is stamped "Marvin" followed by "A" followed by "Junior". There is no indication that this engine was ever mounted or run. The crankshaft turns freely with great compression. The spark plug is included.

Engine Number 477

Dallaire Pee Wee ignition model airplane engine of .139 displacement. Dallaire Model Aircraft of Detroit, MI manufactured this engine in 1938. Sand-cast aluminum crankcase, venturi and timer frame are featured on this engine. The fuel tank top is cast as part of the square venturi. The Champion V-3 spark plug is included. On the back cover is stamped "373". It has possibly been mounted and run and the crankshaft does not turn.

Engine Number 480

Chunn "Chum" ignition model airplane engine of .163 displacement. Chunn Model Works of Nashville, TN manufactured this engine in 1937. The timer is a fixed make/break points type. It appears there is a piston ring on the piston. The crankshaft turns over smoothly. The spark plug is included. The fuel tank is missing.

Engine Number 481

Chunn "CHUM" ignition model airplane engine of .163 displacement. Chunn Model Works of Nashville, TN manufactured this engine in 1937. Cylinder and crankcase are sand-cast and the cylinder bolts to the crankcase. An adjustable "wipe type" timer and points are installed. The piston appears to be lapped. The fuel tank is missing and the spark plug is included. The crankshaft turns smoothly with compression.

Engine Number 602

Super Cyclone ignition model airplane engine of .604 displacement. Super Cyclone, Inc. of Grand Central Air Terminal, Glendale, CA manufactured this engine in 1946. This unit has no die marks on the bypass, venturi or exhaust stack. Dual spark plugs are installed and are included. There are no induction ports in the cylinder. The serial number on the back cover is "GR" over "23190". It has been mounted and probably run. The crankshaft does not turn and the needle valve is missing.

Engine Number 637

Super Cyclone "GR" ignition model airplane engine of .604 displacement. Super cyclone, Inc. of Grand Central Air Terminal, Glendale, CA manufactured this engine in 1946. There are no die marks on the venturi, bypass or exhaust stack. There are induction holes in both the front and back of the cylinder. The crankshaft turns freely with great compression. The dual spark plugs are installed and are included. It has probably been mounted and run. On the back cover is stamped "GR" over "12406".

Engine Number 744

O&R 33 ignition model airplane engine of .329 displacement. Ohlsson & Rice Mfg. Co. of Los Angeles, CA manufactured this front rotary engine in 1950. An eight fin cylinder assembly features red anodized aluminum head and one thick aluminum spacer at the base fin. The emblem has been milled from the front of the venturi. Per the Dannells book numbering the drive washer is #12 and the needle valve is #6. There are signs that this engine was mounted and run. The crankshaft turns freely with compression. The serial number is stamped vertically on the back of the crankcase and is 047588. The engine may have an incorrect crankshaft in it.

Engine Number 689

Baby Cyclone "A" ignition model airplane engine of .364 displacement. Baby Cyclone Aircraft Industries of Glendale, CA manufactured this engine in 1936.

There are eleven fins on the cylinder and "Baby" is cast into the bypass over "Cyclone". There is a very small web in the casting between the venturi and the crankcase. The crankshaft turns in very heavy grease. On the back plate is stamped "A1222". The spark plug is included as is the wood mount. The fuel tank is also included but has never been mounted on the wood mount, as there are no screw holes.

Engine Number 785

Bunch Tiger Aero ignition model airplane engine of .451 displacement. Bunch Model Airplane Co. of Los Angeles, CA manufactured this engine in 1941. The intake tube extends beyond the fuel tank top that has the ball valve filler. There are two vertical ribs on each side of the cylinder. "Bunch" is cast into a circle on the bypass. The engine has been mounted and probably run. The spark plug is included and the crankshaft does not turn. Ted has written on the left side of the crankcase "1941 Tiger Aero".

Engine Number 788

Gwin-Aero ignition model airplane engine of .488 displacement. Bunch Model Airplane Co. of Los Angeles, CA manufactured this engine in 1938. "GWIN-AERO" stamped on the right side bypass. The fuel tank and timer arm are missing. The crankshaft does not turn over. The spark plug is included.

Engine Number 855

Bunch ignition model boat engine of .451 displacement. Bunch Model Airplane Co. of Los Angeles, CA manufactured this engine in 1940. We are not sure of the model but Ted wrote "1940" on the crankcase. The exhaust stack does not have a hole in it and the induction port is on the front of the cylinder. The timer is fixed and the crankshaft turns smoothly. It has probably been mounted and run. There is no hole in the venturi for a needle valve assembly. "Bunch" is stamped in a circle on the bypass.

Engine Number 862

Bunch Tiger Aero ignition model airplane engine of .451 displacement. Bunch Model Airplane Co. of Los Angeles, CA manufactured this engine in 1940. This unit has definitely been run and the crankshaft does not turn. "Bunch" is stamped in the middle of a circle on the bypass. There are two ribs on each side of the bypass and on the top and bottom of the exhaust stack. The fuel tank is in good shape but used. The spark plug is included. The timer arm has been replaced by a screw.

Engine Number 866

Thor "B" ignition model airplane engine of .292 displacement. America's Hobby Center of New York, NY manufactured this engine in 1946. The head on this engine has a streamlined shape and there appears to be no sleeve. Die cast cylinder and crankcase in natural aluminum color. There is a simple brass sheet brush type timer. "THOR" is cast on the rear side of the bypass and "Made in USA" is cast into the front part of the bypass. It is possible that this engine was mounted and run. The crankshaft turns smoothly in heavy grease. The spark plug is included. Ted has attached a tag that reads "THOR original model".

Engine Number 868

Fleetwind Model E-60 or E-1 ignition model airplane engine of .604 displacement. Hoof Products Co. Chicago, IL manufactured this engine in 1946. The engine was not opened to determine if the piston is cast iron or not and if there is a wrist pin. The top of the piston is perfectly flat. Both ignition points are missing. The crankshaft turns with great compression in heavy oil. The spark plug is included. It has been mounted and run.

Engine Number 869

Anderson Spitfire 65 glow model airplane engine of .654 displacement. McCord Precision Products/PESCO of Anaheim, CA manufactured this engine in 1958. There is a dark blue anodized cover over the cam location on the crankshaft. The head appears to be the square profile bar stock version anodized dark blue. The crankshaft does not turn so we cannot tell if it is lapped or ringed. It may have been mounted and run.

Engine Number 870

Rocket "4610" ignition model airplane engine of .461 displacement. Corporate products, Inc. of Hollywood, CA manufactured this engine in 1946. This unit has a hex shaped venturi with the usual Rocket needle valve parts. The enclosed timer contains all the necessary parts. It does not look like it was mounted or run. The crankshaft turns freely with great compression. There is no fuel tank with this engine but the spark plug is included.

Engine number 871

Golden Eagle ignition model airplane engine of .53 displacement. Spielmaker Engines of Wyoming, MI manufactured this engine in 1968. Sand cast crankcase and back cover that screws into the crankcase. The Austin-Craft needle valve assembly is original with this engine. A gold anodized head is featured with four bolts holding it to the cylinder. Cast into the bypass is "Golden Eagle" followed by "68". On the top of the left mounting lug is stamped "1072". On the top of the right mounting lug is stamped "KS19". Both use the same

stamp font. The crankshaft does not turn over and the spark plug is included. The fuel tank is in very good shape.

Engine Number 872

Barker MAN-UL-MATIC ignition model airplane engine of .604 displacement. Barker Engineering of Cleveland, OH manufactured this engine in 1946. This engine appears to be brand new with no marks or burnt oil on it. Induction is by rear disc valve and the fuel tank is in perfect shape. The exhaust stack is sheet metal with "BARKER" pressed into it top and bottom. The head and cylinder are painted black and it is perfect with no wear or scratches. Attached to the front of the crankcase above the timer housing is a plate with "BARKER" and serial number 517 on it. The crankshaft does not turn and we did not take the timer housing off to make sure the timer parts are there on this new engine.

Engine Number 873

Hurleman "Aristocrat" ignition model airplane engine of .488 displacement. J. B. L. Instrument Co. of Clifton Heights, PA manufactured this engine in 1946. This unit has dual exhaust stacks swept back. The spark plug has an "H" in a circle on it and it is included. The engine may have been mounted. The ignition connector on the timer has not been soldered to. There is an "H" in a circle pressed into the back of the fuel tank. The back cover appears to be pressed in. On the top of the right mounting lug is stamped "631". The crankshaft does not turn over.

Engine Number 874

Pacemaker 59 ignition model airplane engine of .594 displacement. Capitol Mfg. Co. of New York, NY manufactured this engine in 1946. Sand-cast magnesium crankcase and cylinder. "Pacemaker" cast diagonally across the bypass and "59" cast horizontally below that. There is no indication that this engine was ever mounted or run. The crankshaft does not turn. On the out side of the right mounting lug is stamped "189". The spark plug is included.

Engine Number 875

Clipper "Glow Special" glow model airplane engine of .381 displacement. Clipper Mfg. Co. of Hollywood, CA manufactured this engine in 1951. This model was not supplied with a tank. It has the dummy timer on the front with nothing inside it. "Clipper" is printed on the decal on the bypass. The crankshaft does not turn. The back cover does not look like it was machined for a fuel tank to be attached. It is also possible that this is a "Sky King" model with the dummy timer installed

Engine Number 876

Perky ignition model airplane engine of .191 displacement. J. A. Thompson of Brooklyn, NY manufactured this engine in 1962. The crankshaft turns freely with some compression. On the bottom of the crankcase is engraved "T.A. 2". The engine appears to be new in box and the horizontal mounting plates are also included. The Champion V-2 spark plug is also included.

Engine Number 877

Mc Coy 19 Race Car glow model engine of .195 displacement. Duro-Matic Products Co. of Hollywood, CA manufactured this engine in 1949. "McCoy" is cast vertically on the bypass with "-19-" below that. The head is anodized candy apple red. The body is shiny natural metal with no marks from running. There is no bridge. The gearbox and engine turn smoothly with good compression. The needle valve is missing. We did not open the car to check the internals.

Engine Number 878

Mc Coy 19 Race Car glow model engine of .195 displacement. Duro-Matic Products Co. of Hollywood, CA manufactured this engine in 1949. "McCoy" is cast vertically on the bypass with "-19-" below that. The head is anodized candy apple red. The body is painted red with yellow flames and shows wear from running. There is no bridge. The gearbox and engine do not turn. The car is pretty much in "as last run" condition. We did not open the car to check the internals

Engine Number 879

Anderson Spitfire ignition model airplane engine of .604 displacement. Mel Anderson MFG. Co. of Los Angeles, CA manufactured this engine in 1948. There are no induction ports in either the front or back of the cylinder. The point cam is on the drive washer. The engine might have been mounted and run. The crankshaft turns smoothly with great compression. Ted has written "60" on the crankcase so we believe that is what it is. We did not open it up to measure the internals. The ignition point solder lug has not been soldered to. The spark plug is included.

Engine Number 880

Orwick "73" ignition model airplane engine of .73 displacement. Orwick Engines of Los Angeles, CA manufactured this engine in 1945. This example has wrinkle paint in a sort of lime green. There is the possibility that this engine was mounted and run. The crankshaft does not turn over. The Champion VR-2 spark plug is included. Inside the back cover is stamped "73 062".

Engine Number 882

Thunderbird ignition model airplane engine of .647 displacement. Scott Motors of Phoenix, AZ manufactured this engine in 1946. The engine was not opened to measure the stroke so it might be a .604. On the outside of the right mounting lug is stamped "1215". It is possible that this engine was mounted and run. The crankshaft turns freely with great compression. On the top right side of the fuel tank is cast "Supercharged" followed by "Thunderbird".

Engine Number 883

Pacemaker 59 ignition model airplane engine of .594 displacement. Pacemaker Engines, Inc. of New York, NY manufactured this engine in 1946. There are ribs cast onto the cylinder and "Pacemaker" is cast vertically on the bypass followed by "59". On the outside of the right mounting lug is stamped "1312". It has probably been mounted and run. The crankshaft does not turn. The spark plug is included.

Engine Number 884

Rocket "Victor Model" ignition model airplane engine of .453 displacement. Corporate Products, Inc. of Detroit, MI manufactured this engine in 1945. The exhaust stack has "Rocket Motor" cast into both top and bottom. An integrated and cast venturi and tank top is featured on this engine. The crankshaft turns freely with great compression. On the bottom of the left mounting lug is stamped "17064". The spark plug is included. It might have been mounted and run.

Engine Number 885

McCoy 35 R/C glow model airplane engine of .349 displacement. Duro-Matic Products Co. of Hollywood, CA manufactured this engine in 1965. The head is painted blue. The glow plug is offset towards the right front on a large raised boss. There are signs that the engine has been mounted and probably run. Neither the crankshaft nor throttle turn or move. The needle valve is missing.

Engine Number 886

McCoy 40 Custom R/C glow model airplane engine of .398 displacement. Duro-Matic Products Co. of Hollywood, CA manufactured this engine in 1966. The head is painted blue. The glow plug is offset towards the right front on a large raised boss. There are elongated front mounting boltholes on both sides done at the factory. It does not appear the engine has been run or mounted. The crankshaft turns smoothly with good compression and the throttle move smoothly.

Engine Number 887

McCoy 29 Red Head glow model airplane engine of .299 displacement. Duro-Matic Products Co. of Hollywood, CA manufactured this engine in 1958. The glow plug is in the middle of the head on a small raised boss. The head is painted red and the crankshaft turns freely with good compression. It may have been mounted and run.

Engine Number 888

Syncro Bee Type 2 ignition model airplane engine of .122 displacement. Syncro Devices of Detroit, MI manufactured this engine in 1938. This engine may have been mounted and run. The crankshaft turns smoothly with compression. On the top of the fuel tank is cast "3016". "Syncro" is stamped into the bypass over a pair of wings followed by "Bee". At the top of the back cover is case "E" over "3006". On the back cover plate is cast "Syncro Devices Inc." over "Detroit Mich" over "Made in U.S.A.". At the bottom of the back cover is stamped "1420". On the front half of the crankcase above the crankshaft is cast "3005". The spark plug is included.

Engine Number 889

Dennymite "Airstream Deluxe" ignition model airplane engine of .57 displacement. Denny Industries of Hollywood, CA manufactured this engine in 1938. There is a spring-loaded choke on the venturi. The crankshaft does not turn over. On the top of the right mounting lug is stamped "7567". There are marks where the dural mounts were mounted but they are missing, as are the coil and condenser. It does not appear to have been run and the spark plug is included.

Engine Number 890

Ohlsson 60 Custom Inverted ignition model airplane engine of .604 displacement. Ohlsson of Los Angeles, CA manufactured this engine in 1940-41. There is an "eagle" emblem on the front of the cylinder. It does not appear that the venturi casting can be turned over for upright running. On the rear of the crankcase stamped vertically is "3560". There is indication that the engine was mounted and probably run. The crankshaft turns smoothly with good compression. The spark plug is included. On the rear of the crankcase stamped vertically is "3560".

Engine Number 891

Syncro Ace ignition model airplane of .562 displacement. Syncro Devices of Detroit, MI manufactured this engine in 1937. On the bolt on bypass is cast "Syncro" over a pair of wings over "Ace" followed by "Made in USA". There is little indication that the engine has been mounted or run. The crankshaft does not turn. We did not open the engine to check the internals. On the top of the

right mounting lug is stamped "105". All of the screws in the engine do not show marks from being turned. The spark plug is included.

Engine Number 892

Bunch Mighty Midget ignition model airplane engine of .451 displacement. Bunch Model Airplane Co. of Los Angeles, CA manufactured this engine in 1941. "Bunch" is stamped in a circle on the front bypass. There are six exhaust ports above the venturi on the rear of the unit. It has been mounted and run. The crankshaft does not turn. The screw in the center of the tank top that keeps the tank from turning is missing. "MM" is stamped on the fuel tank top. The spark plug is included. The timer arm is missing.

Engine Number 893

Orwick"64" ignition model airplane engine of .647 displacement. Orwick Engines of Los Angeles, CA manufactured this engine in 1945-1947. There are eleven cylinder fins and fourteen head fins. The venturi has thick walls. The crankcase back cover is polished aluminum. There is no paint on the engine so the crankcase is natural aluminum. The four beam mount additions have "Orwick" stamped on toe outside edge. In the back cover is stamped "64349". The engine has been run. The crankshaft does not turn. There is no timer arm. The engine was not opened to check the internal dimensions.

Engine Number 894

Syncro Bee Type 2 ignition model airplane engine of .122 displacement. Syncro Devices of Detroit, MI manufactured this engine in 1938. This engine has been mounted and run. The crankshaft turns smoothly with compression. On the top of the fuel tank is cast "3016". "Syncro" is stamped into the bypass over a pair of wings followed by "Bee". At the top of the back cover is case "E" over "3006". On the back cover plate is cast "Syncro Devices Inc." over "Detroit Mich" over "Made in U.S.A.". At the bottom of the back cover is stamped "410". On the front half of the crankcase above the crankshaft is cast "3005". The spark plug is included.

Engine Number 895

Ohlsson 60 Special ignition model airplane engine of .604 displacement. Ohlsson & Rice of Los Angeles, CA manufactured this engine in 1942. This unit has a 5/16" crankshaft and a 3/8" diameter intake tube. The head is painted black. The crankshaft turns smoothly in heavy grease with great compression. It has been mounted and run. The spark plug is included.

Engine Number 896

Ohlsson 60 Custom ignition model airplane engine of .604 displacement. Ohlsson of Los Angeles, CA manufactured this engine in 1940. There is an "Eagle" emblem on the front of the cylinder. On the rear of the crankcase stamped vertically is "1690". There is indication that the engine was mounted and probably run. The crankshaft does not turn. The spark plug is included. The fuel tank has some casting marks for craze marks on it.

Engine Number 897

McCoy Red Head glow model airplane engine of .049 displacement. The Testors Corp. of Los Angeles, CA manufactured this engine in 1969/1972. The unit is new in package and we did not open the package to inspect the contents. The package is in quite good shape and shows some wear. The package says it has a high compression red head with platinum element. There is a "No. 1" cast into the cylinder on the right side.

Engine Number 898

McCoy 35 "Stunt" Series 21 glow model airplane engine of .349 displacement. The Testors Corp. of Los Angeles, CA manufactured this engine in 1971. This is a new in box engine and has "McCoy 35" cast into the edge of the mounting lug. There is a "Testors" sticker in the back cover. The crankshaft turns smoothly with compression. The box and sleeve are in near perfect condition and has the number "8035" printed on the package.

Engine Number 900

McCoy 40 "Stunt" Series 21 glow model airplane engine of .389 displacement. The Testors Corp. of Los Angeles, CA manufactured this engine in 1971. This is a new in box engine and has "McCoy 40" cast into the edge of the mounting lug. There is a "Testors" sticker in the back cover. The crankshaft turns smoothly with compression. The box and sleeve are in very good condition and has the number "8040" printed on the package.

Engine Number 901

McCoy 35 R/C Series 21 glow model airplane engine of .349 displacement. The Testors Corp. of Los Angeles, CA manufactured this engine in 1971. This is a new in box engine and has "McCoy 35" cast into the edge of the mounting lug. There is a "Testors" sticker in the back cover. The crankshaft does not turn. This unit features a Perry carburetor and coupled exhaust baffle. The box is in near perfect condition and has the number "8135" printed on the package.

Engine Number 902

McCoy 40 R/C Series 21 glow model airplane engine of .389 displacement. The Testors Corp. of Los Angeles, CA manufactured this engine in 1971. This is a new in box engine and has "McCoy 40" cast into the edge of the mounting lug. There is a "Testors" sticker in the back cover. The crankshaft turns smoothly with compression. The box is in very good condition and has the number "8140" printed on the package. This unit features a Perry carburetor and coupled exhaust baffle.

Engine Number 903

McCoy 19 Red Head glow model airplane engine of .199 displacement. The Testors Corp. of Los Angeles, CA manufactured this engine in 1959. This is a new engine in original packaging that has seen some wear and tear. There is a small recessed web in the exhaust stack. There are knockout pin marks in the back cover. The glow plug is in the center of the head on a large raised boss.

Engine Number 904

McCoy 19 R/C glow model airplane engine of .199 displacement. The Testors Corp. of Los Angeles, CA manufactured this engine in 1966. This is a new engine in original packaging that has seen some wear and tear. There are knockout pin marks in the back cover. The glow plug is in the center of the head on a large raised boss. The head is painted blue. A coupled throttle and exhaust baffle are featured. We did not open the package to check the internals.

Engine Number 905

McCoy 29 "Stunt" glow model airplane engine of .299 displacement. The Testors Corp. of Los Angeles, CA manufactured this engine in 1961. This is a new engine in original packaging that has seen some wear and tear. There is a small recessed web in the exhaust stack. There are knockout pin marks in the back cover. The glow plug is in the center of the head on a large raised boss. We did not open the packaging to check the internals.