

GOLDBERG INTERCEPTOR .020 REPLICA

Redesign by Wayne Cain
Text by John Pond

Interceptors come in all sizes with Wayne Cain, ranging from Cox .020 power, to .049, to .09 engines. Wayne has been coming to the Nationals for years with his assortment of Interceptors. In short, Cain likes that Carl Goldberg design! Might also mention that Cain is no Johnny-come-lately to the game, having started modeling back in the thirties. He has had a rather varied career in modeling all the way from hobby dealer to salesman. His interest in modeling has never quite subsided.

In reviewing the various models Cain has, the most surprising thing of all is the excellent flying qualities in each model and the close similarity of performance. Matter of fact, the outstanding flight characteristics of the Interceptors led to some rather hilarious highlights.

Three years ago, Cain was quite taken by the consistency of his models, going so far as to say his model could attain three minute (lights all day. The writer, who has seen many a "three minute" model, quickly offered to buy Cain a drink for every official three minute registered, and vice versa when the model failed to produce the desired result.

The writer had to admit it was with considerable trepidation that he placed the bet as he had viewed the unofficial test flights. But wouldn't you know it, just as soon as the contest got going, the first flight was a bummer. A little crestfallen, Wayne offered the opinion that that flight was a fluke; something that just doesn't happen under normal conditions. On the second flight, panic really set in as the model now hit a granddaddy of a "downer." Wayne was down two drinks. Finally, when all seemed lost, the model finally attained one good "max" flight.

Next year, Cain was really laying in the weeds with careful attention to lightness and a considerable amount of flying time on the model. The unsuspecting writer was led to the slaughter as three straight max flights resulted! Eating crow is rough, as the feathers stick in your teeth!

Last year, Cain again confronted the writer with the same offer, but a bad case of gun-shyitis had set in. Bum hunch, as Cain had an abominable streak of luck. Starling by dorking his full size Interceptor, he suffered short engine runs, bad lift, and finally getting run over by a car (*Him, or the plane!? wen*). It was indeed Bad day at Black Rock.

In summary, the wagering ended in a Mexican standoff as neither participant offered to bet this year. The Colonel should hear about those king sized Chickens! What will 1974 bring?



Wayne Cain at the Nats with a .049 version of the Interceptor. It's competitive with today's.

Tune in for the next exciting adventure!

In discussing the model presented this month, no description of how to build it will be given, anyone contemplating this project should have built at least one Old Limer. If you have problems, let the writer know, we'll straighten you out!

Historically, Goldberg first played around with this design in 1940 following on the heels of his outstanding success with the Zipper. The original development featured a much higher pylon that was finally settled upon in the production version. The design did undergo some changes in the postwar series, as Goldberg tried cutting the rudder away to the point where the model would do a half loop with a roll/ out on the top; in short, a series of immelmans!

The same modification was made to his large size Sailplane, but in the long run, it was found the original rudder gave more reliability.

The kit was produced after it made a sensational debut at the Mississippi Valley Annual. Because of its size and ease of construction, Interceptors quickly dominated the Class A and Class B events. When Ray Arden came out with his famous Arden .19 after WW II, this, combined with an Interceptor, was unbeatable! Today, using Cox .049 engines, the boys can take this design using a glow engine with the short motor run handicap and still win handily. You should try one yourself!