

How about that?

This facet of flying looks real promising for the upcoming Texaco Event in November. As promised in a previous article, results of the R/C event at the S.A.M. Annual Old Timer Championships were to be published. However, because of the disappointing turnout (only two official entries), no mention was made. Matter of fact, the event turned out to be a real fun thing with all the kibitzers getting a chance to fly Spiro Nicholaw's eight foot PB-2. Even WCN got in his licks! The writer had an ignition powered (Dennymite) Long Cabin model with problems of ignition interference. We will have more on that in subsequent issues!

This leads in to a mention of the little publicized Antique Event which featured pre-1939 models with ignition engines. Fred Collins was the only successful contestant. Powered by a ignition type Forster .99, his big Super-Buccaneer was seen buzzing at a low level most of the time. This crowd pleaser, with its low fly-byes and low rpm motor surprised most of the other contestants by registering a four minute flight. There's life in those old babies yet!

Selling Old Timer R/C free flight is going to be a tough job on the west coast with the tremendous fields available for free flight. But, with the "City Boys," like the writer, this appears to be the way to go. Matter of fact, the

Continued on page 60

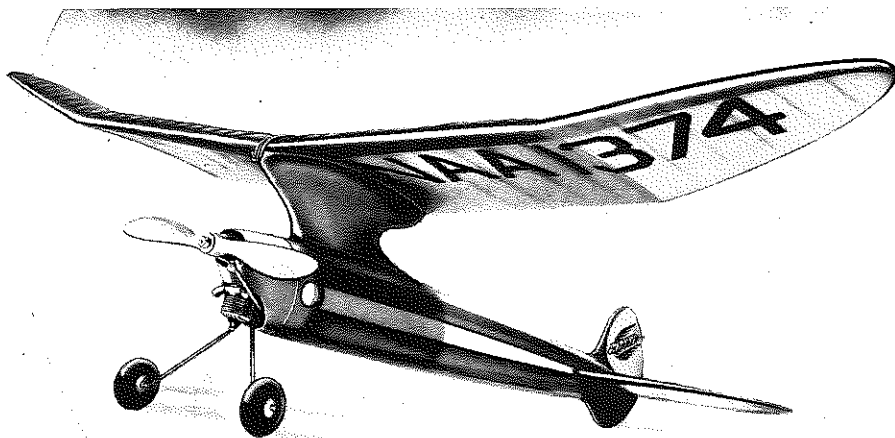


To look at 'em, you might think they had class, but we know better, right? MB's General Manager, Anita Northrop, and Mr. O. T., John Pond indulge in a formal bow. Attsa nice.



The Armenian Air Force is loose! Joe Beshar tunes Torpedo powered Zipper while Woody Woodman holds. Luke Beshar scrambles for the transmitter.

CARL GOLDBERG'S FAMOUS 'ZIPPER'



● The "handwriting on the wall" appeared in the July 1939 issue of Air Trails. Carl Goldberg began an article entitled "The 1939 Gas Model," with these words, "When the thirty-second motor run rule was adopted early in 1938, the boom of large gas models for competitive work was sounded."

Carl went on to explain the theories

behind the design he had created, a model which could handle the power of a big engine that would be required in order to get as much altitude as possible with the new "short" engine run. (Can you imagine what would have happened if someone had proposed 7 seconds in those days?)

The design Carl described was, of

Old Timer Model of the Month

course, his famous Zipper. Advertising for the Comet kit had already appeared, and for years to come, this pylon ship, with its high center of lateral area (a total departure from the then popular existing theory), was to completely dominate the contest scene.

Other important design changes have come along in later years but Carl Goldberg and his Zipper represented the single most significant turning point in the history of gas powered free flight. From that time onward, the competition endurance gas model became a functional design in itself that no longer bore any but the most elementary resemblance to its man-carrying counterpart. It could also be said that the evolution was at least inevitable, if not regrettable! The modeler who might focus his dissatisfaction on Carl for this should remember . . . the rule came first, Carl was only finding a way to make the most of it . . . ●