



ED LIDGARD'S "EUGENE II"

OLD TIMER Model of the Month

Designed by: Ed Lidgard

Text by: Bob Oslan

• Eugene II is the work of Ed Lidgard, one of the best rubber modelers to ever crank 1400 turns into a motor. He's best known for his Sparky, which has been kitted by Comet for about 35 years and will probably go on forever. Hi-Ho is another Lidgard design that was published in *Air Trails* around 1941. This was a slick rubber ship that could be flown in either the "fuselage" or "stick" class by virtue of a removable streamlined cabin. Eugene II is a typical example of the Lidgard family of designs... streamlined, retractable gear, and innovative.

Ed designed and built the ship shortly before going into the Army in WW II. Consequently, it doesn't have a contest pedigree. However, it's easy to see that Eugene II has real high performance potential,

and its sleek looks make it too tempting not to build.

The plan presented here was re-drawn by Jim Dean (then traced by Al Patterson) from the original, which Ed gave me during a visit to my home prior to the 1976 U.S. Free Flight Championships. Jim has done his customary fine job, and the information on the plan should be sufficient for any competent builder. The only change was the elimination of the Austin dethermalizer timer which was used on the original. You can use your own favorite fuse arrangement on your ship.

Unfortunately, the original plans didn't have any propeller information on them. The 16 inch prop diameter was calculated by use of the photo of Ed's model. He sometimes did unusual little things with prop design, and you might just drop him a line via **M.B.** for his thoughts on the subject.

I was talking to John Pond about Ed, and learned that he would have

won even more meets than he did if it wasn't for the exceptional performance of his models. The problem, it seems, was that his ships climbed so high and so fast that they went O.O.S. much sooner than the competition that started lower in the lift. That's really not so far-fetched when you consider that in those days there were no maxes; whoever stayed up or in sight the longest was the winner.

Ed's ability to wind a rubber motor is legendary. He was even accused of cheating during the Wakefield competition because one of the English flyers couldn't believe the number of turns Ed put into rubber. He is one of those people with the "touch", and can stop winding one turn short of the miseries.

And so, with this thumbnail sketch of one of the outstanding rubber flyers of the period we love so well, I'll turn you loose to do your thing with one of his designs. Enjoy. •

manufactured, a three-man committee was appointed to test and recommend which engines meet the intent and requirements of SAM engine regulations.

Woody Woodman, the official Chapter Record Keeper, announced that SAM now has 32 chapters, with

the latest addition of the Northern California AMPS joining the fold and becoming SAM 32.

In other business, the "SAM?" publicity pamphlet was to be updated. At the same time, the new Old-Timer Static "Scale" judging rules (as originated by Tom Barnes)

were to be incorporated in this P.R. piece. At present, the rules are being reviewed by the SAM Executive Officers. Hopefully, the new publicity pamphlet will be out before the Trade Shows start in 1978.

Al Hellman also used this time to

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