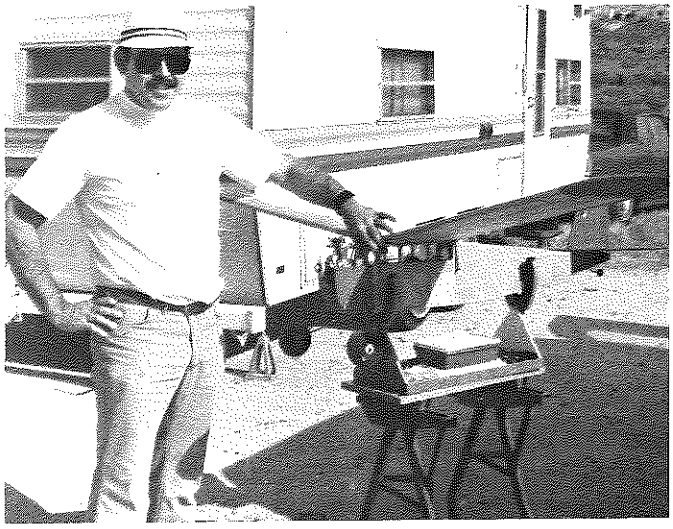
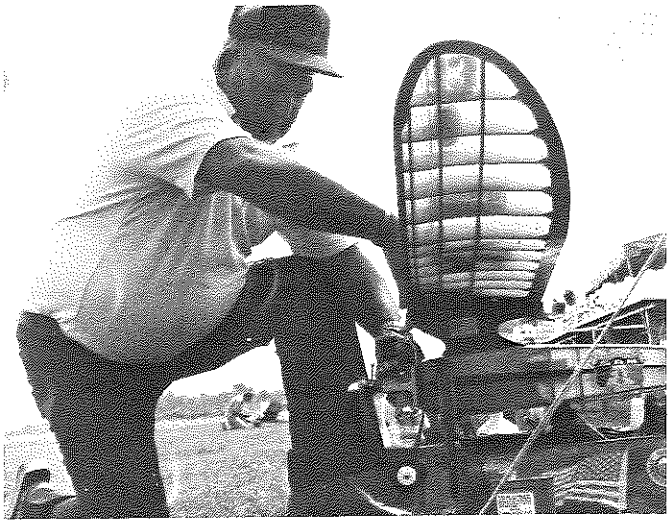


16. Neil Kaminar is real pleased with his Saito-powered Trenton Terror.



15. Woody Woodman at the western NY SAM Champs with his Playboy.

SEVEN ELEVEN CHAPTER

A brand new SAM Chapter has recently been formed in the Palm Springs area, known as the 711 Chapter. Mike Roll and Johnny Johnson have been the driving force behind the formation of this new club.

To get the ball rolling, the club immediately undertook to stage the "Michael Roll Commemorative Desert Classic" on May 4 and 5 at Palm Desert. Plenty of merchandise prizes were offered to any and all who made the trip.

The 711 Club introduced what they call the "California 711 Special Event" which consists of an event using antique rules, but any old timer can fly. In addition, rules restricted pylon models, no two-cycle engines (glow), a 60% rule on open rocker arm-type four-cycle engines, and a 100% rating for all later type four-cycle engines. Flights were limited to fifteen minutes.

The fifteen minute limit was used in all other events staged including Texaco which cut the fuel allotment by half. To say the least, a most unusual contest! Placing second in the California 711 Antique event was Larry Jenno with an MG Cabin as can be seen in Photo No. 6. According to Larry, the MG cabin was built from the standard plans and the cabin added as per the sketch appearing in *Sam Speaks*. The model appears to fly quite well, meeting the approval of Bob Von Konsky (left) who also built an MG.

In looking over the results, outside of a few local names, the contestants and their models were the same as in the previous meet. Take a look:

Antique Glow (13 entires)
1. Don Metz (Dallaire/O.S. 90) . . . 40:40
2. Bruce Augustus (Lanzo/O.S. 61) . 38:43
3. Jack Albrecht (Anderson/ McCoy 60) 36:56

1/2A Texaco
1. George Ritter (Dallaire) 28:31
2. Phil Bone (Playboy) 19:01
3. Don Metz (Ranger) 16:50

Texaco
1. Phil Bone (Dallaire/Enya 90) . . . 30:00
2. Hardy Robinson (Bomber/O.S. 90) 23:11
3. Bruce Augustus (Lanzo/O.S. 61) . 22:24

California 711 Special
1. Otto Bernhardt (Powerhouse/ Forster 99) 26:41
2. Larry Jenno (MG Cabin/Cyke) . . 14:07
3. David Ingram (Powerhouse/ O.S. 60) 12:25

Quite a bit of emphasis was placed on static judging as no less than four awards were made for Beauty:
Beauty Overall . . . . Don Metz (Dallaire)
Beauty Runnerup Bud Hadel (Red Zephyr)
Craftsmanship . Johnny Johnson (Clipper)
Technical Excellence . . . . Bruce Augustus (Lanzo)

ENGINE OF THE MONTH

This month's engine is a rare one that the collectors hardly ever see. Lou Sayre, SAM 21 member, is responsible for supplying the engine and stated simply that the engine was an Eisfield DV-3 as noted on the side of the cylinder.

Research on this engine posed a problem until this writer found it in Volume 1 of "Modelarske Motory," a Czechslovakian book written by Jiri Kalina. Then, the next problem was to translate the information. This was finally solved by Ted Kafer, SAM 21 Secretary, a school teacher with connections in the Foreign Language Dept. Albeit this is not a direct translation, Mr. Vorisch was able to come up with enough information to make an article.

Most all the early European diesel engines were copies or follow-ons to the very successful Swiss Dyno engine. Based on the sales of the Dyno engine, other nations began to produce similar engines.

First mention of engines from Czechslovakia was the "Etha," with a displacement of 8.25 cc, appearing some time in 1937-38. This engine was offered at the same time as the Dyno engine by the G. Feucht Hobby Shop in Zurich. This motor had a huge camshaft block that created a

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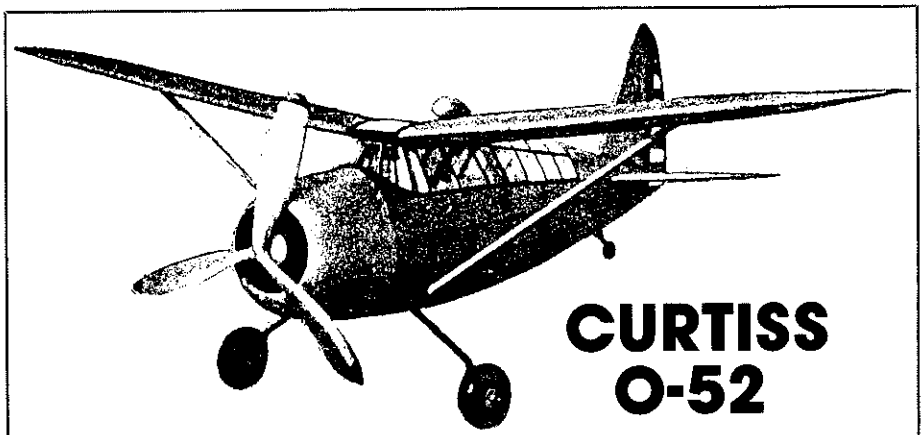

CURTISS O-52

OLD TIMER Model of the Month

Designed by: Ronnie Albert
Text by: Bill Northrop

This month's Old Timer, the Curtiss O-52, in 30-inch span rubber scale, was designed by Ronnie Albert, and published in the December 1941 issue of *Air Trails*. Wonder how many of today's old time modelers were looking through that issue on the first Sunday in December?

Believe it or not, this model was among the first to be published for which full size plans were available from the magazine. The price? Ten cents. (10¢), including postage!

Rubber scale models of this type, especially built from scratch, are not for raw beginners, however, for experienced modelers, the plans are quite clear. Our

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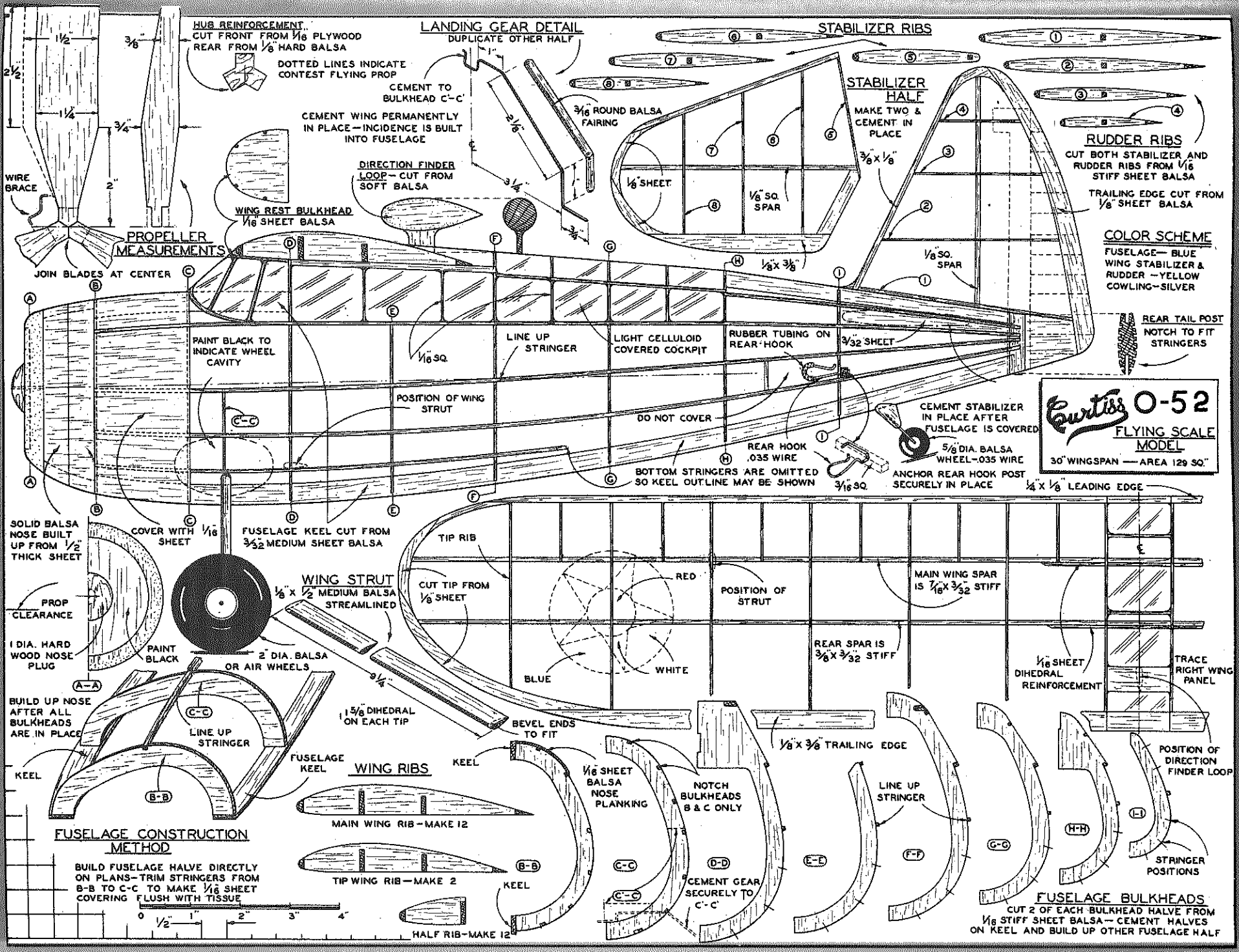
HUB REINFORCEMENT
CUT FRONT FROM 1/16 PLYWOOD
REAR FROM 1/8 HARD BALSA
DOTTED LINES INDICATE CONTEST FLYING PROP
PROPELLER MEASUREMENTS
JOIN BLADES AT CENTER
WIRE BRACE
LANDING GEAR DETAIL
DUPLICATE OTHER HALF
CEMENT TO BULKHEAD C-C
CEMENT WING PERMANENTLY IN PLACE—INCIDENCE IS BUILT INTO FUSELAGE
3/16 ROUND BALSA FAIRING
DIRECTION FINDER LOOP—CUT FROM SOFT BALSA
WING REST BULKHEAD 1/16 SHEET BALSA
STABILIZER RIBS
STABILIZER HALF
MAKE TWO & CEMENT IN PLACE
3/8 x 1/8
1/8 SHEET
1/8 SQ. SPAR
1/8 x 3/8
RUDDER RIBS
CUT BOTH STABILIZER AND RUDDER RIBS FROM 1/16 STIFF SHEET BALSA
TRAILING EDGE CUT FROM 1/8 SHEET BALSA
COLOR SCHEME
FUSELAGE—BLUE
WING STABILIZER & RUDDER—YELLOW
COWLING—SILVER
REAR TAIL POST
NOTCH TO FIT STRINGERS
PAINT BLACK TO INDICATE WHEEL CAVITY
1/16 SQ.
LINE UP STRINGER
LIGHT CELLULOID COVERED COCKPIT
RUBBER TUBING ON REAR HOOK
3/32 SHEET
POSITION OF WING STRUT
DO NOT COVER
CEMENT STABILIZER IN PLACE AFTER FUSELAGE IS COVERED
REAR HOOK .035 WIRE
5/8 DIA. BALSA WHEEL-.035 WIRE
BOTTOM STRINGERS ARE OMITTED SO KEEL OUTLINE MAY BE SHOWN
3/16 SQ.
ANCHOR REAR HOOK POST SECURELY IN PLACE
1/4 x 1/8 LEADING EDGE
Curtiss O-52
FLYING SCALE MODEL
30" WINGSPAN — AREA 129 SQ."
SOLID BALSA NOSE BUILT UP FROM 1/2" THICK SHEET
COVER WITH 1/16 SHEET
FUSELAGE KEEL CUT FROM 3/32 MEDIUM SHEET BALSA
TIP RIB
CUT TIP FROM 1/8 SHEET
WING STRUT
1/8 x 1/2 MEDIUM BALSA STREAMLINED
RED
POSITION OF STRUT
MAIN WING SPAR IS 7/16 x 3/32 STIFF
REAR SPAR IS 3/8 x 3/32 STIFF
BLUE
WHITE
1/16 SHEET DIHEDRAL REINFORCEMENT
TRACE RIGHT WING PANEL
PROP CLEARANCE
1 DIA. HARD WOOD NOSE PLUG
PAINT BLACK
2" DIA. BALSA OR AIR WHEELS
1 5/8" DIHEDRAL ON EACH TIP
BEVEL ENDS TO FIT
1/8 x 3/8 TRAILING EDGE
BUILD UP NOSE AFTER ALL BULKHEADS ARE IN PLACE
LINE UP STRINGER
KEEL
FUSELAGE KEEL
WING RIBS
1/16 SHEET BALSA NOSE PLANKING
NOTCH BULKHEADS B & C ONLY
LINE UP STRINGER
POSITION OF DIRECTION FINDER LOOP
MAIN WING RIB—MAKE 12
TIP WING RIB—MAKE 2
CEMENT GEAR SECURELY TO C'-C'
STRINGER POSITIONS
HALF RIB—MAKE 12
FUSELAGE CONSTRUCTION METHOD
BUILD FUSELAGE HALVE DIRECTLY ON PLANS—TRIM STRINGERS FROM B-B TO C-C TO MAKE 1/16 SHEET COVERING FLUSH WITH TISSUE
FUSELAGE BULKHEADS
CUT 2 OF EACH BULKHEAD HALVE FROM 1/16 STIFF SHEET BALSA—CEMENT HALVES ON KEEL AND BUILD UP OTHER FUSELAGE HALF

face in this area. I then filled the rest of the remaining hole with Model Magic Filler. Once dry, I sanded the area level with the rest of the wing sheeting and was quite pleased with myself for what appeared to be a very smooth repair job. It wasn't until I took it out to Henderson's Hobby Shop for my usual Saturday morning gab session that some doubt began to creep into my mind. One of the regulars, George South, took a look at my repair and advised me it might not be a good idea to leave it that way. He related as to how later in the model's life, sitting out in the hot sun, it's likely that the finish of the model is going to shrink some. However, my patch *isn't* going to shrink. If anything, it might expand, and there I have a lump, right in the middle of the top of my wing! I wasn't sold on his technique immediately, but after a considerable amount of soul searching and procrastinating, I decided to make the repair his way, and boy, am I glad I did. It was easy and resulted in a much more substantial and long-lasting repair.

Quite simply, George's technique simply consists of cutting out a square of sheeting larger than the hole and replacing it with a square of sheeting material slightly thicker and softer than the rest of the sheeting. The secret is to make the cuts on an angle so that the plug seats well and has lots of gluing surface. In addition, make sure to use a white glue or an alaphatic resin-type adhesive. You don't want to use a glue that is hard to sand. The reason you use a plug that is thicker and softer is so that you can sand it down to the surface of the surrounding sheeting. Take a look at the diagram and the photo, you'll get the idea. When I got done, you couldn't even feel the repair spot on the surface and it required almost no filling at all. Try it, you'll like it!

PLANS REQUEST

I don't profess to be an expert in scale, nor am I all that knowledgeable about all the different plan services and three-view and reference photo sources available. Several columns back, I ran a picture of a Fiesler Storch built by Jim Suchy which won first Place in Military Stand-off at Toledo, indicating that it was built from Dennis Bryant plans.

Well, in today's mail bag, I received a nice letter from Mr. Sam Metz of Derry, New Hampshire, who, being a fan of Fiesler Storches, wanted to know where he could get the Dennis Bryant plans so he could build one too! How embarrassing! I don't know!

How about some help, readers? Educate me and help a fellow Simple Scaler to build his favorite. You can write to me care of *Model Builder,* or directly: Cliff Tacie, 49404 Michelle Ann Dr., Mt. Clemens, Michigan 48045.

Keep It Scale and Simple! •

Old Timer . . . *Continued from page 38*

plans were photographically enlarged right from the magazine, which were reduced from the original full-size plans,

so we're right back where they started from!

There are a few things we couldn't find on the plans (we could have missed 'em), which we'll mention. The stringers are 3/32 square. Lots of luck trimming them down to clear the 1/16 sheeting between bulkhead stations B and C. That's leaving only 1/32! Better trim 'em down before installing them. Dihedral of the wing is 1-5/8 inches at each tip.

Strangely enough, the plans and text disagree about the prop. We believe the plans, which say that the dotted outline is for the flying prop. The text says that for appearance rather than flying ability, follow the dotted line. Methinks somebody screwed up in the proofreading!

Suggested rubber power is eight to twelve strands of 1/8 rubber, with four to six inches of slack. . .Oh yes, it says *brown* rubber.

Covering is specified as blue and yellow silkspan, with several coats of thinned clear dope.

Flying instructions cop out slightly by suggesting that everyone has their favorite trimming method. However, they did suggest test flying over that rare commodity, tall grass, and to their credit, they suggest correctly that the balance point, not the C.G., should be at a point between the wing spars. . . it didn't say what point, but we bet they meant half way. Flight pattern was suggested as power right (using side thrust) and glide left.

We've always believed that if a model looks good, it'll fly good. In our eyes, at any rate, this model looks *real* good. Sure wish I had time to build one. Send us a picture of yours. •

Patterns. . . . *Continued from page 22*

correctly. If the model continuously drops one wing, then the other, the servo or the tx may be in need of repair. Sticky linkage can do the same but you already checked for that, right?

A good servo-tx combination will center well enough that two or three clicks of trim will shift the aileron trim noticeably. This test has proven effective even on sloppy, warped models because it detects variation from center only.

Experiment with the elevator control in the same manner until you are confident that the trim is predictable.

When you've gained enough familiarity you will be able to fly the model gently in large, smooth, flat circles by slightly moving only the trim elevators.

We stress this because we find many fliers who tend to hold "a little stick pressure" rather than trim for hands off. The hands off technique will enable you to correctly assess any trim problems in the airframe.

The final portion of lesson one is familiarization with rudder and engine control.

The worst habit that mode II flyers fall into is the tendency to grip the tx with the left hand and fly with the right hand.

To combat this habit we suggest you practice flying straight and level and skid the model alternately away from you and to you. With practice you will be able to detect sideways drift due to wind or poor model trim.

Repeat this exercise at various throttle settings and note the amount of rudder required to cause drifting.

Some airleron and elevator correction will be required in many designs but don't panic! This portion of the first lesson is difficult for many fliers *but* it is a basic requirement for good flying.

Just take it easy on the rudder until you see what happens and then practice the skid over and over until you can hold the model level with full rudder applied in either direction.

Note that this lesson involved no climbing, diving or any maneuvers other than *straight flight* with the model in various altitudes.

End of lesson one. Lesson two will cover looping maneuvers.

Now on to current happenings: We recently took one of our Tipo 750 models and made several modifications. The pictures show the basic engine location changes but other changes were the reduction of wing thickness by substituting the tip template from the Runaround which reduced thickness at tip from 14-15% to 12%.

The stab anhedral was reduced from 3-1/2 inches to 2 inches. Total weight is exactly 7.25 lbs dry. *No* lightening holes were used anywhere.

However, there is *no* firewall or motor mount! The motor is bolted to a crutch which is glued to the fuselage sides and extends from spinner ring to wing leading edge.

The crutch is 1/2-inch plywood and tapers gently into each side.

I used an O.S. V.R. 61 with the "m" midrange adjustable carburetor. The tuned pipe used was originally the Mac bent pipe but I couldn't get it to perform well with a 11x9w prop.

Lengthening it to 14-1/2 inches helped but it no longer fit the bottom of the model as intended.

I decided to try a SuperTiger pipe because they have a significantly different back pressure and volume and they are smaller in o.d. than the Mac.

I cut the pipe just aft of the divergent cone and bent it to fit along the bottom of the wing.

The saw cut was heli-arced together and the pipe was then mounted to the model.

This *effectively* longer pipe (approx. 16 inches) from plug to center of cone now worked very smoothly with no peakiness as noted before.

The original problem was *not* a fault of the Mac pipe — it was simply a matter of the shape not fitting the model at the correct length for the engine and prop combo.

The engine is very smooth from idle to full rpm and the noise level is quite low. The 104 d.b. level on the ground isn't so great but the inflight noise level is very