



"Happy Times" Loren Schmidt shows off his latest project, a Lanzo Stick. Plans in September '79 R/C MB.



Joe Beshar and Ed Rangus take a break after an hour of trouble-shooting ignition problems in Ed's beautiful Yates "Herky."

pressed the hope that the next MECA Grand Collectogether would be held in the general area of the SAM Champs scheduled for the Midwest District, either at Wright-Patterson AFB or Chantute AFB.

THE CONTEST

The SAM Champs, spread over three days, featured the most bewildering assortment of weather. Things didn't start off too promising, with a heavy downpour on Sunday and Monday, making the salt ground somewhat boggy in areas.

Noted was the early morning wind (east) that drifted the models toward the Great Salt Lake. On Thursday, five flying scale models were lost in the lake and were not recovered. Phil McCary reported he had seen his model floating in the lake (how could a model ever sink in all that salt?) and had to make plans to hire a boat.

In the R/C Texaco event, with models climbing to 2,000 feet altitude, 180 degree differences in wind direction were noted between this and the ground

wind. The trick in getting lift was to fly when there was a change in the wind direction.

On Thursday, the strong wind had the modelers grounded for two hours. The strong west wind finally changed to north. This was the signal for those fellows flying in Unlimited Antique to get in their flights. Sal Taibi, who invariably flies early in the morning, was beat out in the afternoon by Mitch Post.

Of all the tough breaks to suffer, Ed Rangus had two good flights with his good looking Mel Yates "Herky," and then simply couldn't get the Orwick running for the third flight. Despite a complete teardown and replacement of the ignition system, the team of helpers never did resolve the problem. Tough!

Noted were a considerable number of fellows only rinsing their motorcycles down. The warning from Contest Manager Lin Haslam was to scrub cycles down thoroughly, otherwise the corrosive action of the salt would set in immediately. Even the writer noted the buildup on the wheels of his models.

Immediate lubrication was the order of the day.

Jack Jella and Joe Beshar successfully flew both free flight and radio control. Jack scored firsts in R/C .020 and Class A F/F Pylon events, while Beshar registered two seconds, one on each side of the fence. This trend appears to be gathering more and more momentum as both styles of flying are being offered at contests.

The much-feared Anderson Pylon (an early 1937/38 design) failed to dominate the field. Only Mitch Post was able to score with one. In talks with Sal Taibi, who also has one, it was his opinion that the model was highly overrated and felt his Powerhouse design was equally competitive. (Columnist note: Sal is telling us this after the tremendous string of wins run up by the Powerhouse!)

One facet of the contest was rather disappointing to this columnist, in that it seems the same old designs seem to win all the time. Very few "new" designs

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Miss ★ ★ ★ PHILADELPHIA

OLD TIMER Model of the Month

Designed by: Maxwell Bassett

Drawn by: Al Patterson

Text by: Bill Northrop



MISS PHILADELPHIA

Wow! Subtract 37 from 79 and what do you get? It's 42 years since we first read an ad in the May 1937 issue of M.A.N. about Scientific's kit for Maxwell Bassett's "Miss Philadelphia" . . . \$9.95 with wheels, bamboo paper, dope, and ignition hardware.

As mentioned on previous occasions, this was our first gas model, built in 1937-38, and quite a switch from small stick-and-tissue rubber models. Lacking a large, flat area on which to build the fuselage sides, we received our parent's permission to use the hardwood floor

under our bed . . . and this was done without moving the bed! Taking advantage of the shaped and notched leading and trailing edges, we built the wing "in the air," and managed to do it without acquiring warps.

Toughest part of the construction was the stabilizer. Steaming and bending the 3/16 square spruce outline was a monumental task to a young, lone modeler in

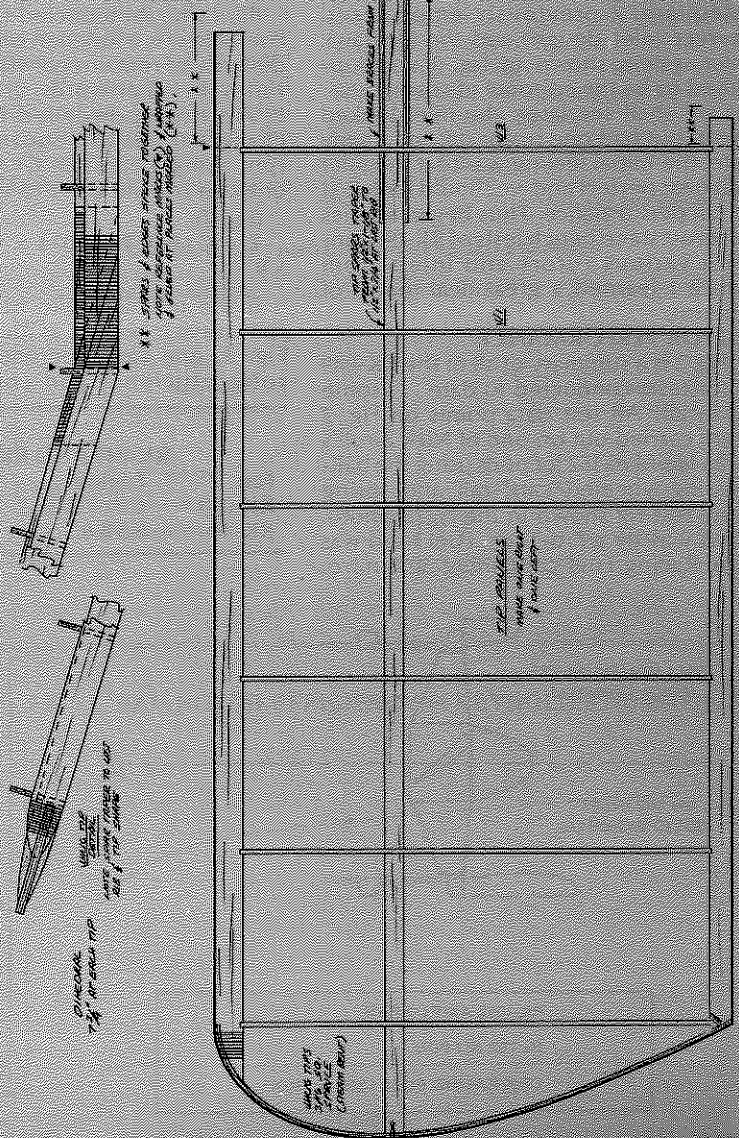
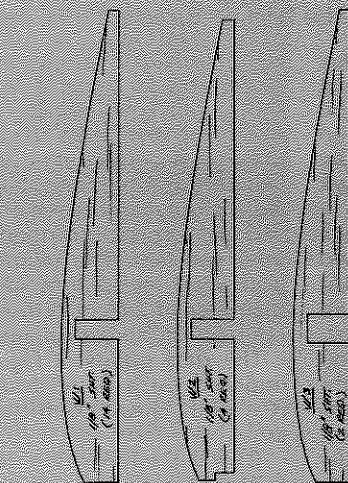


Very nice Miss Philly by Bob Dittmer, a local So. Cal. modeler. First flew as F/F, now sports Kraft radio and O.S. .40.

a small farm/college town. The stab had to be built into the fuselage, and then we were faced with the problem of covering the stab and fuselage without anything to glue to where the two surfaces met! As we recall, the fuselage was left uncovered in that area. Today we would add some sheeting to solve the problem. Another hint would be to use three

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RASSETT'S



him out of the loop and install a pressure transducer in the mast heel. This will measure the thrust pushing the boat forward through the water. Lead the transducer output to a microcomputer. The microcomputer will control the sail control unit, trimming the sails in and out to maximize the forward thrust vector as wind vectors change, and as the skipper adjusts the helm. The sail trim function can be immediately overridden by the skipper, such as in the starting maneuvers. While functioning it would endeavor to maximize the available power which the rig could deliver to the hull. My research indicates this can be done for under \$250 in off-the-shelf components.

Systems like the latter will have to be very weight conscious and will make their first appearance in the A class, then evolve into the lighter 10-R and M's. Some one-design classes will be unable to prevent their installation, while others will be protected. How the organization at large (AMYA) will react is unclear. Maybe now would be a good time to consider the near future.

We are now settled in our new location, and it's business as usual from the great Pacific Northwest. I am happy to answer questions accompanied with a stamped, self-addressed envelope to Rod Carr, 4115 172nd Ave. N.E., Redmond, WA 98052.

Remember to send your \$10 AMYA dues to the Secretary, 7013 Ansborough Dr., Citrus Heights, CA 95610. •

Miss Philly . . . Continued from page 41

laminations of 1/16x3/16 spruce to form the tail outlines. No steaming would be required.

When building the wing, we'd suggest the addition of diagonal bracing if you intend to use plastic film covering such as Monokote. Although the leading edge and spar are generous in size, the wing still needs the skin strength provided by inflexible bamboo paper covering to keep it rigid. Bracing will make up for it, with very little weight penalty.

The "Miss Philly" should make a great fuel-allotment event contender in R/C Old Timers, as it was one of the best in the "Flying Boxcar" era of gas powered modeling. Even with radio aboard, the weight should be right around 5 pounds. Use plenty of rudder area, but not much elevator . . . it's not a stunt ship! •

Plug Sparks . . . Continued from page 41

showed, the only two being the Herky and Anderson Pylon. Otherwise, it was the usual run of Clippers, Playboys, Rangers, et al that dominated the field. They (the rule changers) talk about handicapping this and that type engine, but the writer thinks they may have missed the boat in not penalizing the obviously better flying models. Food for thought, men!

VICTORY BANQUET

Would you believe twenty-five first place trophies, and that there was a total

of 121 trophies to be awarded? Anyone who says the SAM Champs is not truly the Old Timer Nationals had better attend one of these functions.

Not many of the modelers realized it, but it took a group of 13 people to assemble all the trophies. All trophies are shipped unassembled to save freight costs; hence, the problem facing the President. It looked pretty desperate at 11:30 p.m. Tuesday, but thanks to Carter Watts, who made up the badly needed shafts, and Elaine Brodsky, who procured additional trophy parts, the trophies stood gleaming and ready for presentation at 7:45 Thursday night. Only 15 minutes to spare! Little did the majority of the modelers realize they were almost awarded do-it-yourself trophy kits!!

After opening remarks, the President turned the awarding of trophies over to Lin Haslam and Jack DeFond. After the permanent trophies were given out, the following perpetual trophies were awarded: Free Flight Sweepstakes Champion, Bruce Norman; R/C Sweepstakes Champion, Don Bekins; Ernie Shailor Trophy, Bruno Markiewicz; Pond Perpetual, Mitchell Post; Compressed Air Plaque, Karl Spielmaker; Shields Twin Pusher Perpetual, Fred Emmert.

Becky Whitney, Miss SAM Champs of 1979, made the presentations of the perpetual trophies while the President did the honors on the Sweepstakes trophies.

One of the highlights of the awards was the gift of a slag engine (Genie .29) kit to every contestant who entered and flew in the "Slag" event. Wotta sponsor!

Another sponsor who should be mentioned for his untiring efforts is Bob Boucher, of Astro Flight, Inc., who sponsored the Electric events both in free flight and radio control. These

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events are slowly catching on, as interest has now spread to the youngsters.

In the merchandise lottery (in which about forty people received prizes), the outstanding prize of a two-channel Cox Sanwa radio set was won by Cliff Silva.

Cliff, who has been a real hero flying free flight models from his wheelchair, might be able to relax a bit with a black box!

To wrap things up, the President then awarded commemorative plaques to all the SAM officers who have unselfishly served SAM during 1979. In addition, Lin Haslam was awarded a special plaque for his work as Contest Manager of the 1979 SAM Championships. Nothing like recognizing the hard-working administrative crew!

RESULTS

Thought we'd never get around to them, huh? Well, this time we have the complete dope on the model and engine used. Based on the models that won, you can be guided as to which competitive model you would want to select.

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