

Flying Near Airports? Be Careful!

Free Flight or Radio Control flying near airports, or in any situation which might involve the possibility of models being in the vicinity of full-scale aircraft operations, must be avoided—or conducted so as to eliminate any dangerous situations. Models should not be flown in the proximity of full-scale aircraft operations unless the flyer has someone else with him for the sole purpose of watching for full-scale aircraft and supervising the flying so as to prevent accident possibilities.

PROTECT YOUR RIGHT TO FLY!

Safe Flying Is No Accident!



Proctor ANTIC-BIPE
1/4 SCALE KIT

MAJESTIC WW-1 ERA TWO SEATER, WHEELS OR FLOATS
VERY DETAILED SCALE DESIGN, YET EASY ASSEMBLY
SPECTACULAR FLYING QUALITIES, FULLY ACROBATIC.
64IN. WINGSPAN, 7.5 LBS., USING .45 ENGINES AND UP.

COMPLETE KIT, LESS WHEELS, ENGINE & PROP. \$149.00 + SHIP.
(some 620 parts, detailed construction manual & 5 sheet plans)

PROCTOR, P.O. BOX 1333, LA JOLLA, CA. 92038

For additional information, call (714) 278-9000, or
write. For a complete 40 page catalog, send \$ 2.00.

Antique

1. Bruce Norman1800
2. Hugo Mercoli1777
3. Joe Percy1733
4. Dick Huang1632
5. Esio Grassi1378

Class C

1. Ralph Turner1026
2. Bruce Norman999
3. Steve Mozukewich966
4. Jim Buice920
5. Joe Percy870

Well, that wraps up another beautiful SAM Champs. Seems like they get better every time. In the next issue we will run an account of the Old Timer Events at the Nationals. These were the very start of national recognition of old timers, the first being held at Willow Grove, PA in 1965. Getting to be old hat now! •

Class A

1. Rodgers Barton1260
2. Joe Percy1212
3. Bruce Norman1194
4. Dick Huang1137
5. Hugo Mercoli1111

Electric

1. Loren Schmidt620
2. Dick Huang480
3. Bruce Norman426
4. Steve Boucher326
5. John Pond274

Class C Ignition

1. Bob Walter1260
2. Buck Zehr1249
3. Jim Buice1113
4. Dick Huang1064
5. Chet Lanzo1025

O.T. Stick . . . Continued from page 41

assignment to a highly rated fighter squadron.

The model section started on page 25, with an inside cover photo and headlines for key articles.

First there was the "Thermaleer" by Dan Veronica, a beautiful, streamlined Class C gas model with a span of 76 inches. Full-size ribs for the Chester "Jeep"-style tapered wing, and full-size bulkheads, help in enlarging the plans for construction. In fact, it's so pretty, we'll have to do it some day soon for Model Builder.

Next was "Model Matters," featuring *The Dope Can* (it really didn't mean anything else in those days) by Gordon Light. Then came an article on prop fittings by Dick Korda, top rubber modeler of the day.

Our OT Model of the Month appeared next. If you remember Al Casano's designs, you'd probably agree they were functional, but not always pretty. The sometimes angular outlines cut into what would ordinarily constitute the esthetic beauty of many other designs of the time. In my opinion, however, this stick model was simple, clean, functional, and had a "just right" look about it. Being chicken about heavy rubber motors, I really liked the 3/16 square fuselage construction!

On the next page, Herb Weiss presented an article on model helicopters, "Ceiling Walker" style, but more exotic.

Following three-views of a Douglas DB-7 for France came Part II of Henry Struck's "New Ruler" article (now you know how I found Casano's Stick model . . . wandering through the mag when writing about the "New Ruler!")

After another three-view and a brief article on building a Stinson 105 solid model (you know what a solid model is, don't you? Even plastic models aren't solid!!) We come to the model ads that make old timer addicts drool; kits for a few bucks, all kinds of juicy ignition engines . . . how about an OK Twin 1.2 cu. in. displacement for \$35.00 . . . the Atom for \$12.95, Miniature Aircraft Corp. scale kits, Midwest's "Jabberwock" for \$1.00 postpaid, and so on.

See?! An hour-and-a-half shot already on only 66 pages, and I've been through the magazine hundreds of times since I picked it up 42 years ago. •

R/C Boats . . . Continued from page 43

reestablishment of the Deep Vee Class was brought about by those who didn't wish to race in an unrestricted design event like Offshore Class.

Possibly the real question that needs to be answered is, can you legislate equalized competition? Basically, I think the second proposal would be an attempt to do that through restriction in state-of-the-art hull design. However, I don't think it's possible to equalize model boating by simply restricting the type of hull that can be allowed. Your Ed Fisher types would still hold a considerable competitive edge over most others in the class. Guys like Ed are super at boat setup and driving ability. That's a difficult combination to beat under any circumstances.

I personally do not favor banning a model just because it happens to be fast. However, if sufficient numbers of N.A.M.B.A. members feel the Sport 40 Class needs more stringent guidelines concerning hull types, it would certainly be possible to exclude canard designs from the class. The canard design would still be a legal hydroplane design for open hydroplane classes. It will be

HEAD LOCK

MARK III

U.S. PAT. 4221452

\$ 3.75

at your favorite hobby dealer

If not available, write direct; add 50¢ (\$1 outside U.S.).

THE "NEW STANDARD" FOR GLOW PLUG CONNECTORS

CHECK THESE FEATURES

1. Push, twist, its locked on.
2. Push, twist, its off. 3. Will not come off, even under heavy engine vibration.
4. Will not short out. 5. Positive spring contact. 6. 30 inch lead wire.

MODEL PRODUCTS CORP. BOX 314 Pompton Plains, N.J. 07444