

16. A Gas Bird (Diamond Zipper) by Arnie Hernandez of Florida. Helper is Carl Hatrack, from California.



17. Oklahoma City modelers Ted Wolfe and Bill Traham, with a good-flying Lanzo Record Breaker.



18. Roger Laprelle, Asst. F/F C.D., finds time to fly his Jimmy Allen Bluebird. Photo: Johnson.

Seguin. Bert is seen in Photo No. 11 with his Orwick 64-powered Sunduster. Good flying combination.

Bert has been successful in hawking "repro" diesel engines such as "Valkyrie," Oliver, (Battleaxe) and the very successful Elfin 2.5. The latter has proven to be just the engine for Class A ignition as this diesel engine meets the criteria of having been produced prior to 1950.

I use one myself and find the Elfin has considerable power. The only drawback is the time to break in this engine. A minimum of two hours is recommended with three being prescribed for those tightfitting engines.

Just in case we didn't mention it, Streigler can be reached at his hobby shop every day for sales. In many cases, however, engines must be ordered on a first come, first served basis. After all, they do come from England, and there is a time lapse!

One of the more interesting events held at the SAM Champs are the Nostalgia Events that slowly gain popularity. If one stops and thinks about it, the average O/T modeler can trace his start in modeling directly after the war (WWII). After all, that is better than forty years ago!

Our photographer, Harold Johnson, snapped a nice shot of Larry Nigh of Ames, Iowa, with a Fox 25-powered Korda Powerhouse. This is seen in Photo No. 12 and readily shows why the event is gathering strength. Not to knock ignition-type power, but glow plug operation makes engine running so much simpler. Trouble shooting is reduced to two things; either a burnt glow

plug or no fuel.

The foregoing is not meant as a condemnation of our SAM policy of ignition only in free flight but does limit the amount of contestants willing to put in the time to properly solve spark coil ignition. One has only to read the "Wrap-up" in this column to realize we are going at a faster rate than ever. We gotta bring in the new ones to the O/T fold one way or another.

While on a free flight kick, we offer Photo No. 13 of Joe Macay from Detroit, Michi-



19. John DeLaGrange holds his Korda Dethermalizer in the stiff wind.



20. Neat father-son combination, Dick Huang and son, Bill, With Supre Tigre-powered Playboy Senior. Photo: Buice.

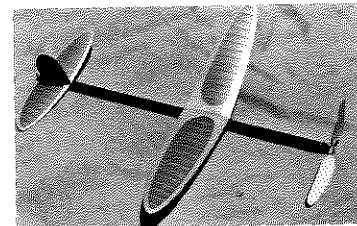
Continued on page 94

Old Timer of the Month

Outdoor Tractor

Design by: Jerry Ritz

Text by: Bill Northrop

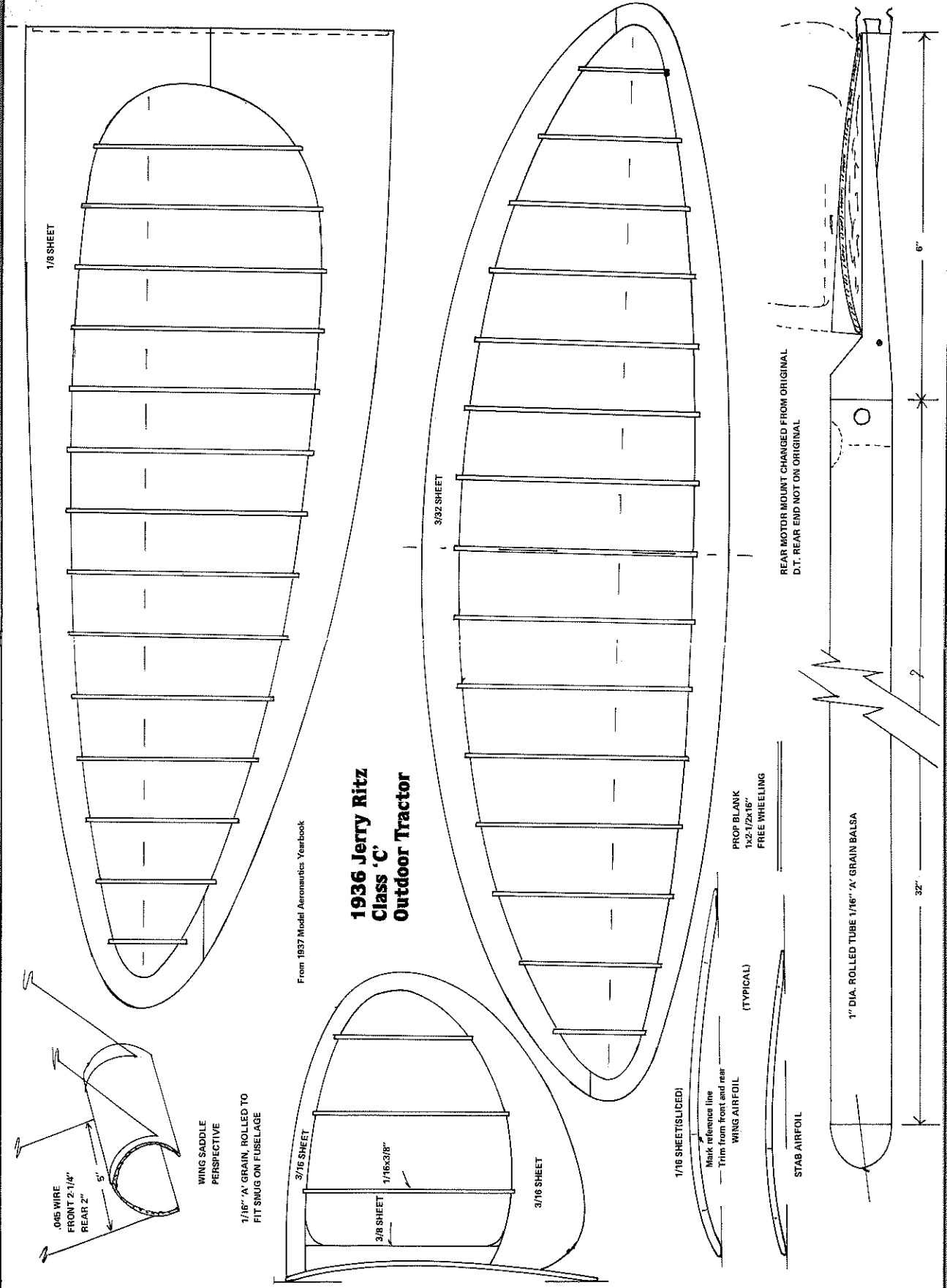
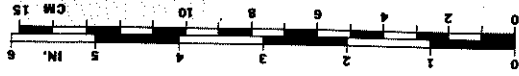


- Our Old Timer for November '87 was drawn up from Frank Zaic's 1937 *Model Aeronautics Yearbook* by Frank Blair, of Warne, North Carolina, who also built the model in the photo. Designated the "1936 Outdoor Tractor," it was one of numerous designs by the late Jerry Ritz (Gerald Ritzenthaler), and possibly one of the first, to feature his "Ritz Wing," as it became known.

The Ritz Wing was a single-surface, sheet balsa wing from which a large

amount of the interior surface was removed, leaving a wide...but thin... leading edge, trailing edge, root, and tip. Thin, indoor-like, constant depth, undercambered ribs were then notched into the sheet surface. The planform was usually a beautiful single or double elliptical shape. The Ritz wing was later used by other modelers, probably the best known example being Scotty Mur-

Continued on page 77



was a bit less affected by the air than some of the other classes, but it still was not easy. Not too much new was seen. The foamies outnumbered the wood planes at least two to one.

That was all the official activity for the day, since speed and racing finished up the day before.

SATURDAY

The weather started to shape up a bit for this day, with the wind dying down somewhat and the humidity moved in.

This is the day of the Precision Aerobatics flyoff for the top five finalists. As already stated, this year had very tough competition so the flyoffs really represented the cream of the crop. At the top were: Fancher, Casale, Walker, McMillan, and Urtnowski. Paul Walker and Jim Casale were almost a dead tie and were a comfortable margin ahead of the rest of the pack. In the very end, it was Paul Walker's ability to cope with the wind that gave him the edge and a very well-deserved win.

The Fast Combat event also wrapped up on this day. As the matches proceeded into the final eliminations, most of the "big names" had been eliminated. Mark Smith of Fort Worth came out on top, making it another Texas victory.

The Scale flying was scheduled for this day, but this reporter had to leave before the flying took place.

Maybe more than other Nationals, there were several unofficial events taking place. They were: .15 carrier, .21 sport speed, 1/2A stunt, and old time stunt (look for report elsewhere on this). The combat arena also had a speed challenge and a pitman's contest.

Next year the Nationals will move to the East Coast. The site will be near Virginia Beach.

O.T. Tractor. . Continued from page 30

ray's beautiful "Answer."

Jerry was also the first to produce machine cut gas model props, offering unfinished ones for 15 cents, and finished for 25 cents. They were included with most Comet gas model kits.

In 1959, Jerry won the individual World Championships for A/Z Nordic, in Belgium, bringing the team up to fifth place.

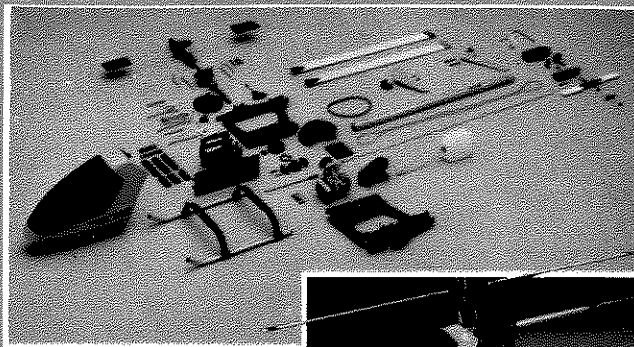
We're not sure of the date, but not too many years ago, Jerry lost his life when a structural failure occurred while he was flying an ultralight of his own design.

Electric Record. Continued from page 23

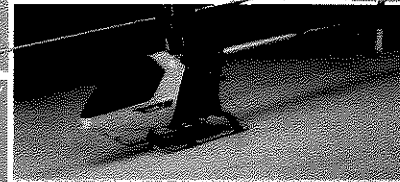
Slobod gave me a launch. I hit some lift at about 20 seconds and shut off the power and started circling. Unfortunately, I missed the thermal and was blown down wind. About two minutes later, I was low and perhaps 300 yards away, so I powered up again. I hit lift quickly and turned off the motor.

This time I cored the thermal and started into a good climb. I climbed into the pickup with my observer, Colin DiMaio, and we immediately set out. The chase truck followed the airplane down the road as I let the ship climb and drift with the thermal.

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In about five minutes we were through 2,000 feet, and I turned downwind and picked up speed. Soon we were cruising at 45 mph on Rosemond Boulevard, past the Tropic Gold Mine and Willow Springs Race Track. When we got to 90th Street, we had to turn south, with the wind coming from the northeast. I was having to struggle to keep the airplane close to the road. I

crabbed the ship 45 to 60 degrees, but the wind was so strong we were still going 30 to 35 mph.

I was down to 300 feet at the Los Angeles County Line and got a nice strong thermal and climbed to about 1500 feet. Here is where the wing loading really paid off, as I was able to fly the airplane back to the course through the wind with minimal atti-



Kenn Rust, Editor

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