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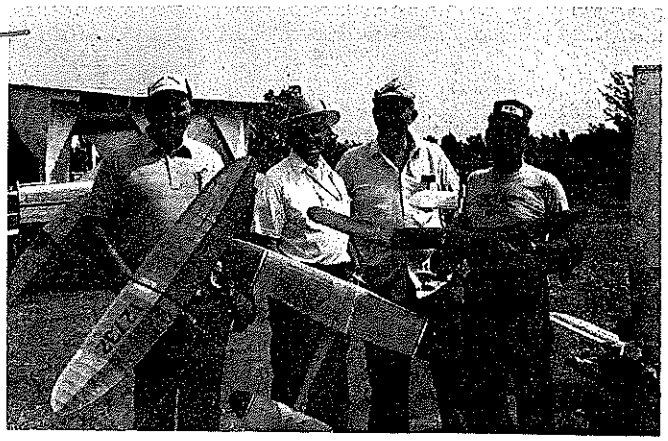
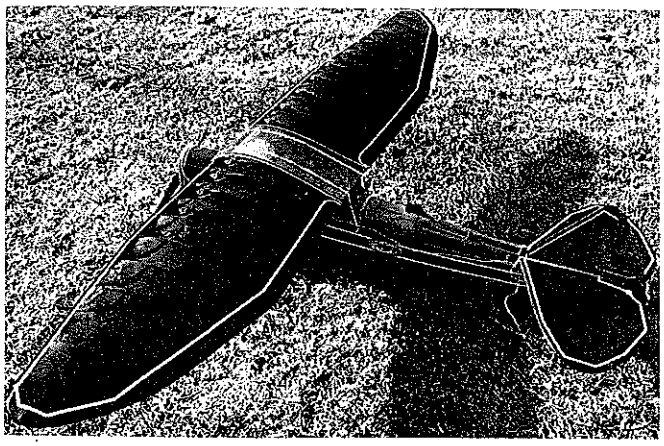
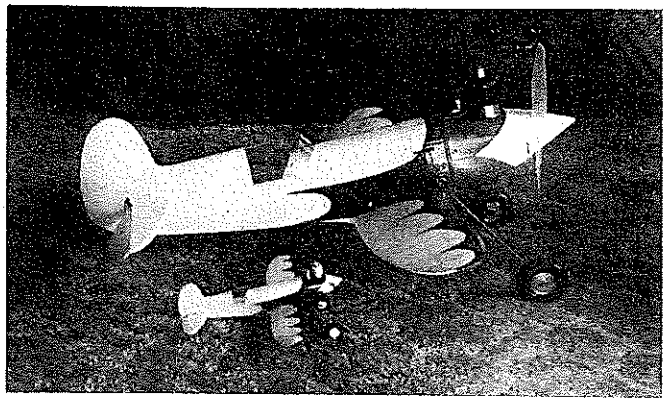


13. A group of winners from SAM 58 Central New York contest: Geary, Zehr, Lawrence, and White.



15. A Berkeley Courier Sportster as built by Dale Myers of Stewartsville, Pennsylvania.

16. A Canadian Easy Built Fairchild Ranger constructed by Lain McQueen, Tokyo, Japan.



17. The 8-inch span miniature of the Super G Shark, complete with scaled spark plug, needle valve, etc., by Bob Fenske.

This was duly recorded in the August Plug Sparks column. This was immediately followed by an irate call from Clarence Bull who in essence said that this writer didn't know the free flight 1/2A Texaco rules.

True enough! A telephone call to Jim Adams, the new SAM president, revealed that the free flight 1/2A Texaco Event, as developed by the Southern California clubs, allowed about anything including the use of .020-size engines.

So, hopefully this retraction should mollify all ruffled feelings. With different rules and classifications for R/C and F/F O/T events, it is no real problem to get confused. Sorry 'bout that!

FREE PLUG DEPARTMENT

Received a most interesting telephone call from Russ "Jessie" James, proprietor of the A-J Free Flight Service, 4840 E. Leisure, Fresno, California 93727, who announces he will be producing the Advanced Hurricane 69, a design by Arleigh Armstrong.

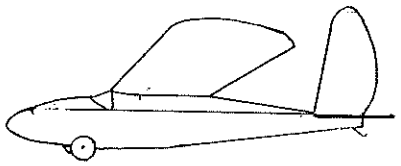
The marketing of this kit with reprints of the original plan will be priced at $49.95 with a postage and handling charge of $2.50 plus California sales tax where applicable.

For those unaware of this design, Armstrong produced a reduced version of Goldberg's Sailplane as manufactured by Comet Model Supply. The Hurricane wing is practically the same as the Sailplane with about ten inches of the center section removed. The fuselage has been simplified being fully rounded built on the crutch system.

Continued on page 98

Old Timer of the Month

Design by: Joe Weathers
Drawn by: Al Novotnik
Text by: Bill Northrop



Classy Class "C" Glider

• The name Elbert J. Weathers always rings a bell of familiarity with old time Old Timer modelers. Best known for his many published gas model designs that never failed to jump out of the rut that was current at the time, he also had that rare talent of coming up with unusual, but always practical and very functional rubber and glider designs.

Actually, this writer doesn't recall at the moment any other glider design by the late Joe Weathers than the one we are presenting this month, but this one has long been etched in our mind, since it first appeared in the August 1939 issue of *Flying Aces* magazine. Even for 1939 it was an unusual design for a glider, with its boxy fuselage, low aspect ratio wing, a huge rudder that would seem to be able to cause some spiral stability problems (but apparently didn't), and of all things. . .wheels yet. . .two of 'em. . .one on each side!

But the thing about this glider (*Flying Aces* called it "Classy Class 'C' Glider") that captured the imagination was the story of its escapades, as described in the article.

This glider, designed and built in 1933, has since been duplicated by me four times. You see, "fly away" losses have kept me busy making new copies of this sweet little job.

Unofficial flights made to date have been clocked at 21, 28, and 33 minutes, respectively. . .all after launching with the regulation 100-foot towline. On the 33-minute hop, the ship "thermaled" to a breathtaking high altitude over San Diego, then landed later on the floor of a service station. In making that sit-down, believe it or not, the ship flew through the 36-inch width open doorway with its 30-inch span!

On another occasion, the model flew out of sight over Mission Bay (which was largely nothing more than desolate sand bars back in those days). *I thought it was lost, but an obliging citizen eventually notified yours truly as to its whereabouts.*

Continued on page 100

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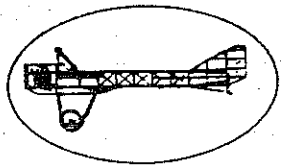

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but in the case of Claude DeBeneditto (known more familiarly as "Ditto"), a death at the age of 61 was a blessing. Claude, who had everything going for him; successful store, enviable engine collection, and many years as an O/T flier, was struck down with a stroke.

Committed to a sanitarium, all his model equipment was sold off at "bargain prices" by relatives in his absence. Truly a bad scene! Claude finally succumbed to heart problems on July 10, 1988.

"Ditto" will be remembered for his numerous SAM cartoons that appeared in the *Engine Collectors Journal*. Even at this late date, his cartoons are still being used to head up various columns and newsletters. As Tony Italiano (NFFS President) states, "Say a prayer for Claude Ditto every time you see one of his art pieces." While at the SAM Champs in Indiana, this reporter received notice that longtime modeler, "Lucky" Moody died in a glider accident.

Moody was a very active modeler while in the Southern California area, being a member of the San Valeers. When he moved north to Eureka, California, he set up a small kit manufacturing business based notably on the Modelcraft 30-inch Pacific Ace. This was quite successful and contributed mainly to the renaissance of a "Pacific Ace Only" rubber event staged by SAM 27 at their annual at the Olive Racket Club.

One thing for sure, Lucky is going to enjoy meeting his old buddy, "Civy Boy" Paul Gilliam, who preceded him by a year or so.

One more item came in: Merl Shammo of Florida recently passed away. The old timer movement lost one of its staunchest advocates! Truly a shame as Merl was still fairly young as old timers go. •

Old Timer. . . . *Continued from page 30*

Strangely enough, it was found almost at the spot I had been standing on when it sailed away over the bay! Obviously, it had made a round trip over-water flight and returned to dry land!

A really grand send-off was given the last of these jobs I built. It was attached to a government Weather Bureau altitude balloon that was set to burst at 55,000 feet. You guessed it! Nothing has been heard of it since.

Well, chances are the last one was dragged down by the remnants of the balloon after bursting, unless they figured a way to release it at the moment the balloon burst. However, it is certain that you should not even think about flying one of these gliders now without a dethermalizer, and the design is such that a stab platform and D/T setup will be easy to install.

Construction of the whole model is pretty much standard, but there are a few points that might need clarifying. Strangely enough, Joe did one thing opposite to normal. He built the wing onto the fuselage, but attached the tail surfaces with rubber! We'd sorta opt for making them both removable, especially for D/Ting the tail. He built the wing in one piece, partially cut the LE, TE, and main spar at a point *between* ribs, raised the tips for the 1-1/2-inch dihedral, then glued the joints and sprung the top stub spar into place. This would seem to leave rather an awkward situation when it comes to covering. We've shown a rib at the dihedral break.

The rudder trailing edge is just begging to be made up of laminated strips. . .either four of 1/32 or two of 1/16, and we'd prefer to make a splice joint at the leading edge of the stab, D/T or not. The photo from which the line sketch was made discloses a strut, probably about 1/16 x 1/8, from the middle stab rib up to the lower rudder rib. It hits the rudder rib about 1/3 back from the leading edge.

Speaking of 1/3, that's about where you may want to start with your balance point, 1/3 of the wing chord back from the leading edge. Balancing is mentioned in the text, but as usual for those days, it didn't say *where*! Not only that, you're instructed to glue the correct amount of nose weight *behind* the noseblock, and then remove or add as necessary to get a flat glide. Gluing the weight to the *back* of the noseblock after the plane is all covered and ready to fly has to be the neatest trick of the week!

Ya know, after all these years, it just occurred to us that maybe, just maybe, Joe Weathers designed this model for rubber power. Make that noseblock removable, add an eight to ten-inch prop, and attach a wire landing gear to drop those wheels down about five inches. . . hmmmm. . . . •

R/C Soaring. . . *Continued from page 39*

ponents onto paper. Use these paper silhouettes to make a side-view fuselage shape that is pleasing to you, but still able to contain the components. Remember to leave room around each component for wires, foam, etc. and above and below for fuselage roundness. An on/off switch is not used.

Make a template of the fuselage side view and trace this shape onto a slab of blue foam wide enough for two servos side-by-side, plus a little extra. Remember that the silhouette is going to have a "hump" where the wing saddle is because of the undercambered airfoil. Cut out the silhouette.

About three inches from the rear of the pod you should place a bulkhead. The shape of the bulkhead will be the cross-section of the fuse at this position, so make it flat-topped for the wing saddle, and a nice oval or ellipse on the bottom, you decide, and make a hole for the front end of the arrow shaft where indicated. When you have the bulkhead you want, slice the pod in two at the correct location and epoxy the bulkhead in place.

You might want to draw a centerline around the pod as a reference guide before rounding the pod into shape. Remember that the pod tapers to a 1/4-inch circle at the tail boom, so if you think this might be hard to achieve (I do), carefully insert the fiberglass arrow shaft tail boom in through the rear of the pod and into the hole in the bulk-