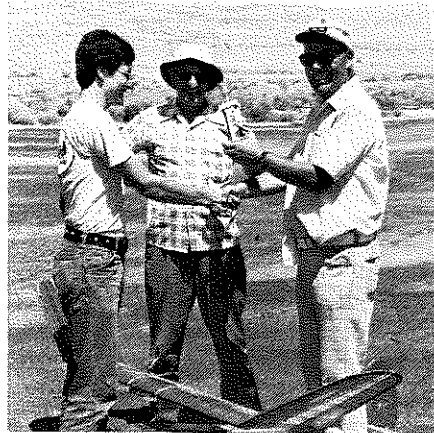


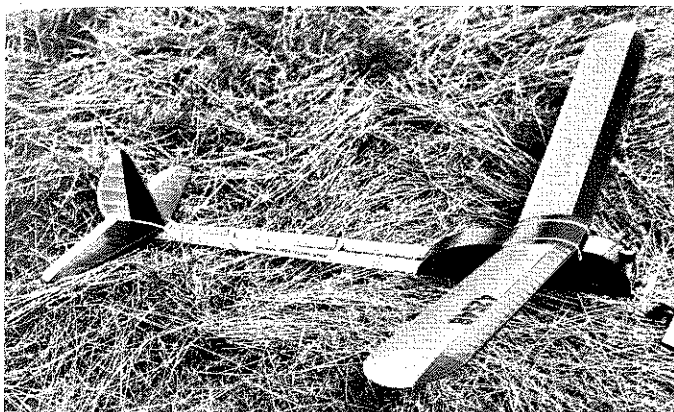
FULL SIZE PLANS AVAILABLE – SEE PAGE 88



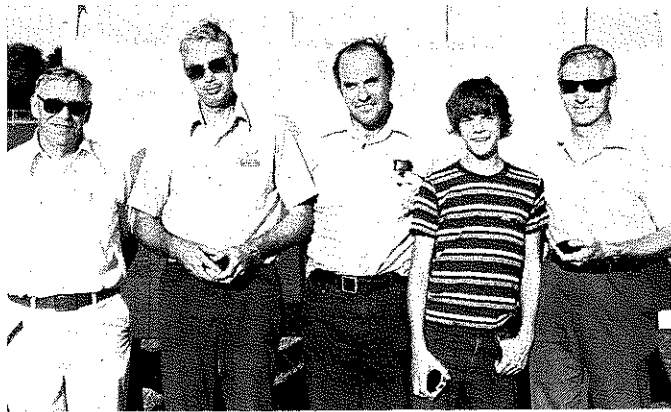
Revival of the Kite and Model Aeroplane Association Days, held at Old Warden Aerodrome, England. Bob Kinroy, Alwin Greenhalgh, Evelyn Barret, C.R. Moore, Peter Spence, Howard Boys.



Phil and Otto Bernhardt accept trophy from "Daddy Warbucks" at Taft SAM 21 contest.



Rare stick gas job designed by Frank Ehling. Bob Schafer built it from plans in the 1936 Zaic Model Aeronautic Yearbook.



Winners of 1st place at First Annual SPOT OT contest (l to r): Vince Bonema, Ray Hinds, Ted Patriola, Mark Patriola, and Cliff Schaible.

Ricco bravely says it will fly again!

To make a long report short (*Too late now, John! wcn*) the Massachusetts skies were filled with many pretty birds, and thunderheads that never materialized into storm. Incidentally, their club paper, "Berkshire Buzzard" is an excellently done publication by George Parker, jack-of-all-trades man; editor, contest director, competitor, etc.

Leaving hard-working George, Randy comments on the First Annual SPOT OT R/C contest on Sept. 28 by saying the contest enjoyed great weather in spite of Thursday, Friday, and Saturday looking just terrible with rain.

Registration was light until seven

hawks were spotted thermalling across the field. The rush for registration and flights was something fierce. Unfortunately, strong winds came up shortly thereafter, and flying slowed, with most pilots indulging in "strategy flying."

Some of them must have missed because Jack Van Dusen picked up his Red Zephyr on the other side of the river, Tom Acciavatti dropped his Miss Philly in the RCA Complex, and Cliff Schaible demonstrated how to land a Lanzo in water, without floats. Don Hartman's So Long broke a wing when he let the model loop on him. He is now conferring with Dan Moore, the all time pro at breaking wings for help. Haw!

Everyone from AMA V-P Dist. II John Byrne to SAM Prexy Joe Beshar thought it was a great contest. Joe, never at a loss for words, praised the SPOT Club for their activities. Wait until next year!

ANNUAL NORTHWEST O/T CHAMPIONSHIPS

With contest reports coming thick and fast, the columnist couldn't overlook the material submitted by Bob Stalick (remember him? He writes on free flight). As usual, a great time was had by all, with a noticeable increase in contestants. Must be doing things right as this contest gains in stature every year. *Continued on page 65*

OLD TIMER Model of the Month

Designed by: Ben Shereshaw

Redrawn by: Phil Bernhardt

Text by: Bill Northrop

● To quote Ben Shereshaw, from the January 1938 issue of *Flying Aces*, in which the "Pioneer" construction article was published, "Regardless of the fact that during the past several years I have designed and built scores of gas models of all shapes, sizes, and styles, none has given me greater personal pleasure and satisfaction than that derived while working on *The Pioneer*, which was the first real gas model that I made."

Ben Shereshaw's "PIONEER"

So it would seem that the Pioneer is aptly named, for many beautiful designs materialized from Ben's drawing board in subsequent years, with the "Custom Cavalier" being the best known of all. By the way, Ben is the key figure behind Bantam Model Products Corp., manufacturer of the famous pre-war Bantam engine, and currently producer of the revolutionary new primable glow plug, the "Head Start."

For a picture of the Pioneer, check back to the "Plug Sparks" column in last month's issue. The parasol wing and high thrust line should make the ship

extremely stable, and with moderate power and radio control, it should make a very picturesque figure, "putty-putting" around the field at low altitudes. It also qualifies for and should make an excellent contender in the Texaco and Antique events.

Once again, the old magazines did not over-concern themselves with balance point location, and none was specified for the Pioneer. Considering the force layout, along with a symmetrical rather than lifting stab, we'd suggest starting at about 4 to 4-1/2 inches back of the wing leading edge. ●