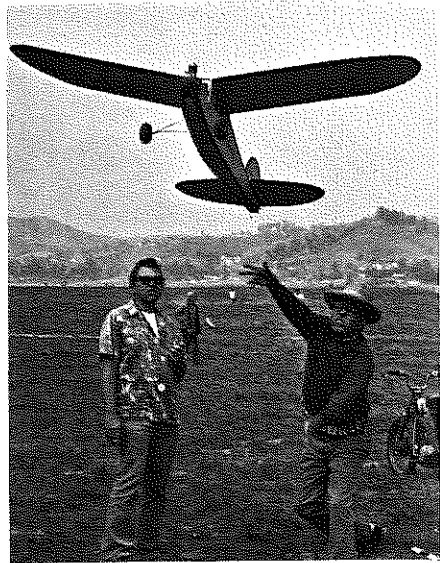




Sign says, "Reserved for John Pond's airplanes, compliments of Joe Beshar." Seen at the SAM Champs, Lakehurst, N. J.



Ugh! Bob Oslan heaves his Spitfire powered Powerhouse into the air. Gene Wallock times and Mark Tackett watches with .020 Clipper.



Ah so! Admiral Yamamoto . . . whoops, no, it's Jim Adams "assists" his Super Cyke powered Powerhouse as Gene Wallock times.

handle the 1975 Symposium Journal for the NFFS.

The Grim Reaper has been responsible for some inroads on the cast of characters; namely Bruno Marchi and Joe Buehrle.

We'd still like to complete a rundown on the present status of the modelers in the photo. If anyone can fill in the gaps, please drop us a note.

*Editor's note: MODEL BUILDER has received two letters which provide info on some more of the 1936 winners; one*

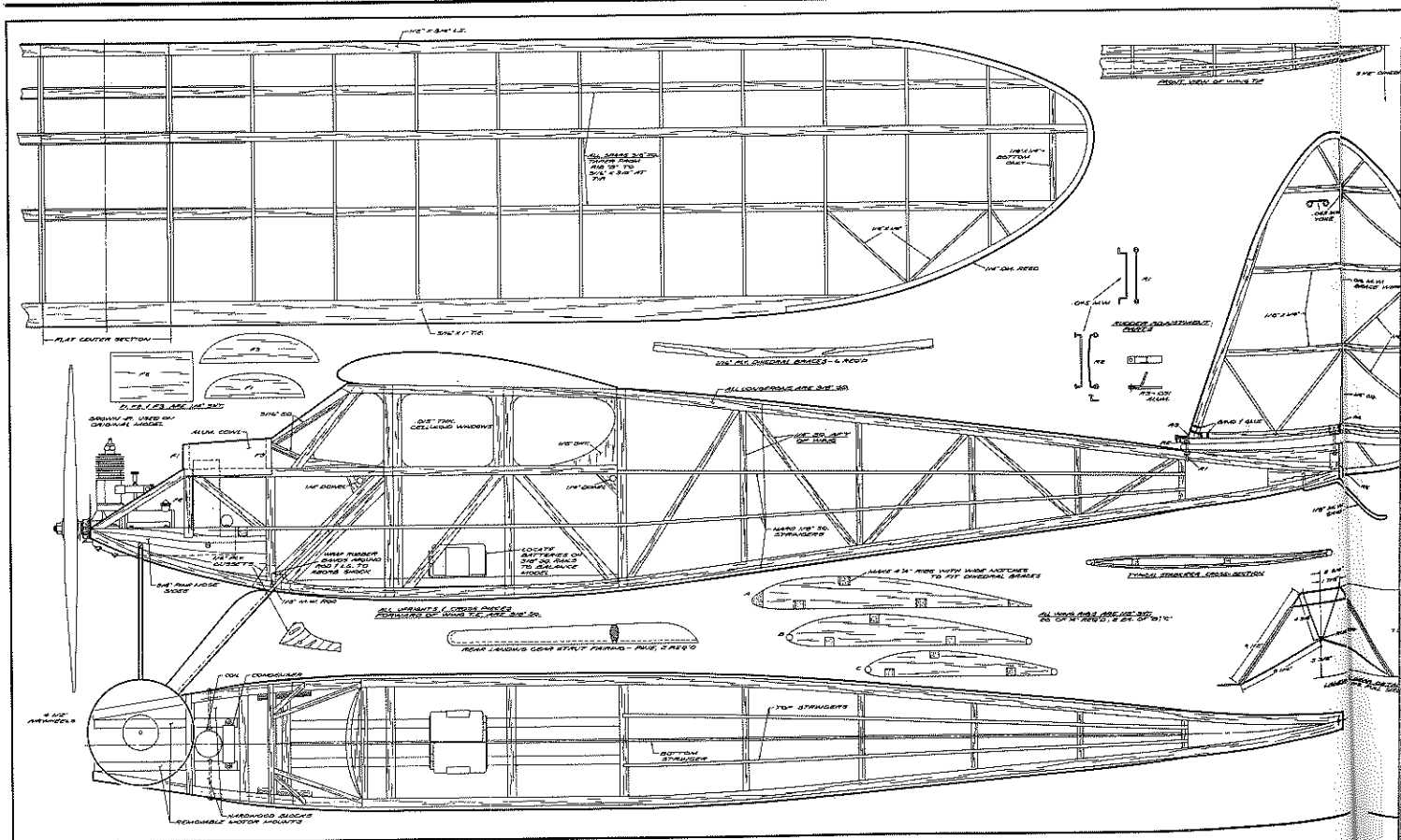
*from Ron Moulton, Managing Editor of Aero Modeller and Radio Control Models and Electronics (RCME&E), and the other from Al Courtial, one of the winners.*

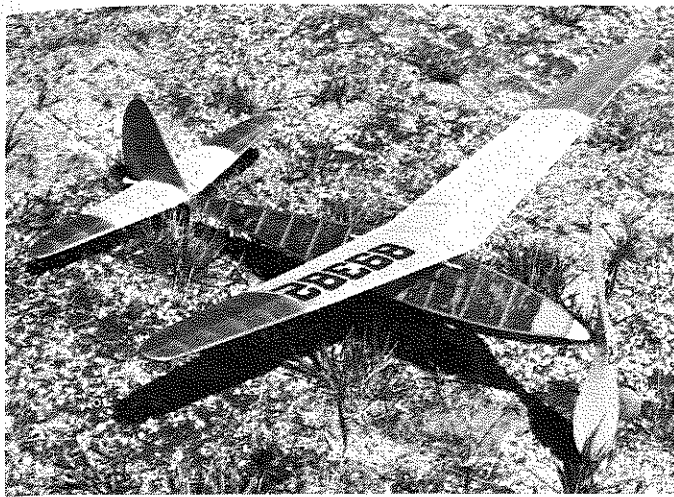
*From Ron Moulton:*

"In July MB you asked the whereabouts of personalities from the photo of the 1936 Nats Trophy winners which you ran in May issue. If you have not already been advised, they include two Britishers, Bob Copland and Bert Judge, the latter with the Wakefield Trophy

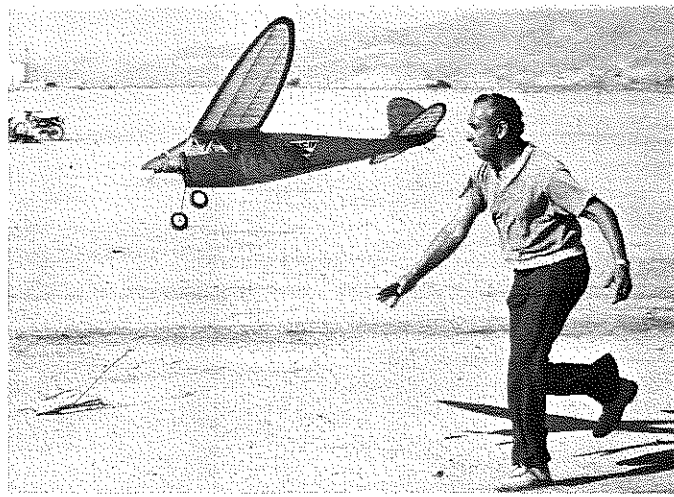
which he won in that year. Bob Copland's present address is 7 Rothwell Street, Regents Park, London, NW1.

"After a lifetime career with Hawker Aircraft as a protege of Sir Sidney Camm, he is now with Hawker Siddeley (Kingston), and has the title of Assistant Head of design Office/Harrier. (It also happens that the Head of Design on the same project is also a very keen aeromodeler and has contributed to Aeromodeler magazine). You can see Bob Copland's style in the fin shape of





"Contestant", a rare design by Frank Zaic, published in Popular Science a "few years ago." Seen at Lakehurst. Builder, please?



Al Hellman, a member of SCIFS, test gliding his Mk I Comet Clipper. On Clippers, cowls are for squares! Photo by Bob Oslan.

Hawker aircraft starting with the Fury, then Sea Fury, Hunter, Harrier, and soon to appear, the Hawk. The swan curve of the leading edge is his trademark.

A. A. (Bert) Judge (present address is "Kristeron," Larksfield, Hartley, Dartford, Kent., has been involved with modelling ever since his return from the USA in 1936. His winning design was kitted by FROG and this gave him contact with the great Joe Mansour, who created the FROG trademark and the name Flying Rise Of Ground. Joe, of course, was responsible for all the FROG products ultimately absorbed in the Lines Brothers empire, then created

separately the JETEX plant. Bert Judge was intimately concerned with all of the FROG products and then with JETEX. In fact, it can be said that no one in the world knows more about JETEX than Bert, and possibly no one regrets its absence through inability to manufacture the propellant, as does Bert. He is currently engaged in high quality pattern prototype model making.

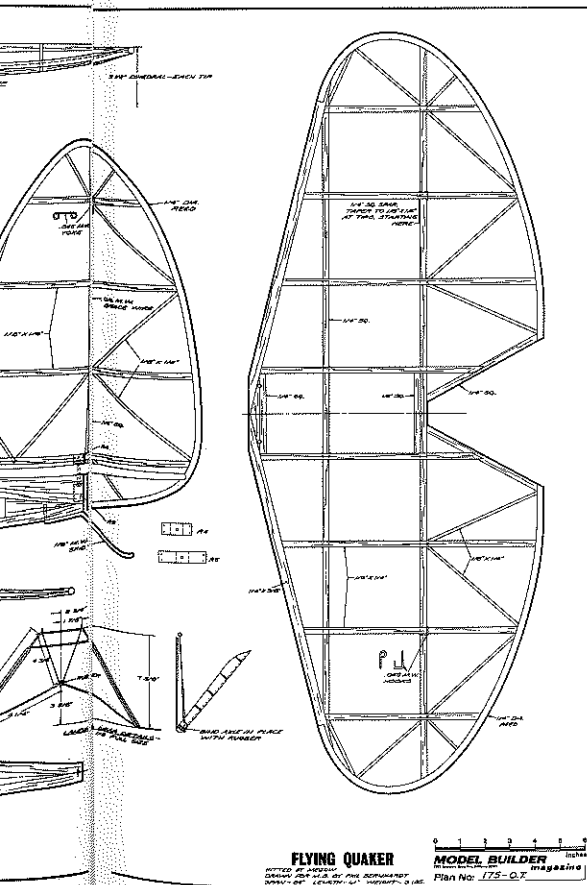
"It is of interest that also at Detroit in the British Wakefield Team were three other famous personalities.

"Alwyn Greenhalgh retired after a Navy career as Lt. Cdr., and one of the most knowledgeable Royal Navy engineers on helicopter maintenance. More

particularly, to the model world, he is the official Historian to SMAE, and has a collection of famous models and engines, which I am personally sure is unrivalled throughout the world in the longevity of its material. It dates back to the original model engines of 1909, and flying models of before that date, and includes originals of many famous designs. His address is 61 Headington Road, Maidenhead, Berks.

"J. B. Allman continued as a competition modeller for many years and then went to South Africa where he is still active, and became a full size boat and motor cruiser constructor. He re-

*Continued on page 76*



## FLYING QUAKER

OLD TIMER Model of the Month

Designed by: Paul Karnow  
Redrawn by: Phil Bernhardt  
Text by: Bill Northrop

● Among the most famous of the antique old timers is the Megow Flying Quaker, designed by Paul Karnow. Introduced in the February 1937 issues of model magazines, it was quickly followed by the smaller, faster climbing Quak-

er Flash, which had a wingspan of 67", as compared to the Flying Quaker's 7 ft.

Both ships had pleasing lines for the day, with smoothly rounded tail surfaces and semi-elliptical wing tips. Also featured were "fail-proof" shock absorbing landing gears and motor-saving mounts for crashes. If either of the latter were put to test, it is likely that the aircraft itself took the worst beating.

Nevertheless, the Quakers were pioneer gas models in the early days of gas powered model flying.

*Continued on page 77*

uncertain, but rest assured, there are some beautiful wide open green fields to fly from. Announcements of the meet will probably be forthcoming early in 1975, hopefully, February.

### CONTESTS

Despite all pre-contest grumblings, the San Diego Orbiteer's meet was run under SAM rules (finally!), and was a real pleasure to attend. Held at Lake Elsinore, the day featured an overcast that contained some unexpected thermals.

Jim Robinson, from Ohio, visiting the West Coast, had the foresight to put several models in the car. Certainly did pay off, as Jim walked (literally!) off with the .020 Event. His comments about California being the place to fly in the late fall makes one realize how lucky we are to live in California.

Hugo Lung was the big winner this time, garnering firsts in Class A and Class C. Of course, old trophy hound, Larry Boyer, took three home, with a first and two thirds.

Couple of models dropped in the lake, while the writer could only claim foul when his Dallaire R/C got shot down after 25 minutes in the R/C Texaco Event. Maybe it was the "Red Baron" as R.G. Brickner, editor of the SCIF "Flight Plug" slyly suggests.

### MASSACHUSETTS OLD TIMER R/C CHAMPS

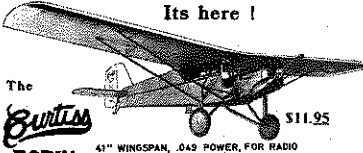
Received an excellent report from George Parker of Lee, Mass. on the O/T R/C Championships. George did such a good job on the writeup, that this writer is quoting practically verbatim:

"In spite of some dire predictions on the part of the New England weatherman, the Massachusetts Old Timer RC Championships were held on September 29th at Pittsfield's Brattlebrook Park. The weather before the contest was terrible (New England liquid sunshine) but somebody up there must like us old timers; the sun came out and there was blue sky, when the contest began on Sunday morning. Fortunately, the rain held off until 3 P.M., after most of the flying had been completed. Lift conditions were rather poor, with only bubbles of lift here and there, but there was enough to allow some very good flights to be put in, including one perfect flight, a 10 minute max by Ted Patroliia with his Sailplane.

Al Schwankert flew his Sailplane to a near-perfect flight, only one second over. That Al Schwankert is really a relaxed flyer...he put in his flight while stretched out in a lawn chair! We all thought he was taking a nap!

"Some excellent flying was also put in by Cliff Schaible. He was a study in concentration as he flew his Playboy Sr. to first place in Class C. Jim Clark put his Cadet through some wild gyrations, including full power loops, in the process of winning Class A. Jim sure builds

**Its here !**




**The Burtiss ROBIN**

41" WINGSPAN, .045 POWER, FOR RADIO CONTROL UP TO THREE CHANNELS. A MAGNIFICENT REPRODUCTION OF AN ALL-TIME FAVORITE AIRCRAFT. A TRUE CLASSIC FROM THE "GOLDEN ERA"

**\$11.95**


**The historic BELLANCA "SKYROCKET"**



**\$7.95**

34 1/2" WINGSPAN, .020 POWER FOR PULSE AND SMALL MULTI-RADIO CONTROL UNITS. CAN BE FLOWN FREE FLIGHT ON RUBBER.

**The 1929 Nolle Monocoupe**




**\$14.25**

POWERED 22 1/2" WINGSPAN FOR RUBBER, CO2, OR .010 POWER. A BIT OF NOSTALGIA AND A DELIGHT TO BUILD


**AND COMING SOON:**

**The Stearman C3B**



38" WINGSPAN, .045 POWER, FOR RADIO CONTROL UP TO THREE CHANNELS. A HISTORY MAKER BEFORE WORLD WAR II.

**\$29.99**



PLANS ONLY FOR "CUB" **\$2.99**

36" WINGSPAN, .020 POWER, FOR R/C

**FLYLINE MODELS**  
10643 ASHBY PL. FAIRFAX, VA. 22030

See residents add. 4% tax • SEE YOUR LOCAL HOBBY DEALER •

## ADJUSTABLE TOW HOOK

- EASY FIELD ADJUSTMENT
- RUGGED DIE CAST ALUMINUM (BENDABLE)
- FLIGHT WEIGHT 5.5 GRAMS
- STRONG PIANO WIRE HOOK
- INCLUDES MOUNTING HARDWARE

EVERYBODY NEEDS A . . .

# HOOKER

Watch for new items coming soon!

California residents add 6% Sales Tax.

Send check or Money Order for \$2.49 plus .35 postage and handling to:

**SCOTT RESEARCH CO., P.O. BOX 22, COSTA MESA, CA. 92627**

strong wings!

"Howard Carman took first place in Antique with his Powerhouse, pulled aloft very smartly by a Fox Eagle 60. A beautiful ship in flight, and some good flying by Howard.

"SAM Prez Joe Beshar had some transmitter problems on his way to third place in Class B. At one point he felt it necessary to warn the ladies that he might have to remove his shirt to get better transmitter output! he didn't... guess he was afraid to chance it!

"Woody Woodman took second in Class D, and ended up fifth in Class B. Good flying was put in by many others, such as Tom Acciavatti, Don Hartman, and Cliff Campbell. The only casualty of the day was Cliff Campbell's Gas Champ, which didn't quite make it back to the field, resulting in a broken pylon. But 5-minute epoxy (they didn't have that in 1941!) got him back in the air again! Frank Fay's silk and doped Pylon Buster won him the Most Authentic Award, while Tom Acciavatti's Jersey Javelin got the Most Unique Design trophy. By virtue of entering all four Old Timer classes, and doing well in three of them, the Grand Champion trophy was awarded to Al Schwankert.

### LAST WORD

If you haven't joined SAM as yet, better do it quick! Maybe SAM doesn't

offer too much for the three bucks, but one thing for sure; you get to say what rules you like and what you don't. There are a flock of Rule revisions to be voted on, so make sure you have your say! See the membership form in this issue.

### O.T. Model . . . Continued from page 49

The Flying Quaker in the photo belongs to our "Free Flight Scale" editor, Fernando Ramos, and now enjoys life as an R/C Antique, with several lazy, half-hour thermal flights to its credit.

### OLD TIMER CORRECTION

In our text about Chet Lanzo's 1940 Nats Rubber Stick winner (November 1974 issue), we relayed some incorrect information and also missed an interesting technical point. This was called to our attention by a very reliable source . . . Chet Lanzo himself.

Chet now lives in Valley City, Ohio, and the following are excerpts from his letter:

"I was well aware of the turbulator effect at the time, but I think you missed the main turbulator effect when you (only) picked out the three top spars as doing the job. Actually, the sharp leading edge was a major factor.

"From the sketch (slightly exaggerated) you can see that the leading edge was a major factor in turbulating



# VINTAGE R/C PLANS



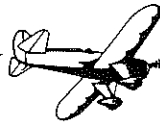
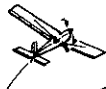
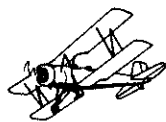
## PLANES WORTH MODELING

R/C MODELS	WING SPAN	PLAN SHEETS	PRICE
B-25H "MITCHELL"	71"	4	\$ 13.50
" " PLASTIC ENGINE COWLS.....		PAIR	\$ 9.00
CONSOLIDATED PBV-5A "CATALINA"	108"	4	\$ 13.50
" " PLASTIC ENGINE COWLS.....		PAIR	\$ 9.00
" " GUN BLISTERS.....		PAIR	\$ 6.00
PIPER PA-8 "SKYCYCLE"	60"	3	\$ 10.50
" " PLASTIC CANOPY.....		EACH	\$ 8.50
" " PLASTIC ENGINE COWL.....		EACH	\$ 7.50

SEND 50 CENTS FOR CATALOG TODAY !! ADD \$1.00 POSTAGE PER PLAN

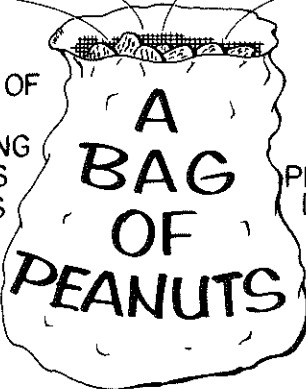
DISTRIBUTED IN CANADA-  
R&M SALES, 1027 CLARKE SIDE ROAD,  
LONDON, ONTARIO, N5Z 3B1

DEALERS & DISTRIBUTORS WRITE-  
SID MORGAN, 13157 ORMOND  
BELLEVILLE, MICH. 48111



WALT MOONEY  
PLANS: A FOLIO OF  
WELL TESTED  
DESIGNS INCLUDING  
14 PEANUTS, PLUS  
2 OTHER TYPES

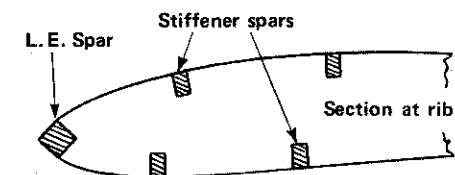
ORD-HUME O-H 7  
FOKKER V-23  
MEYERS O.T.W.  
LAIRD LC-DE  
PHALZ PHOKKER  
SLINGSBY DART



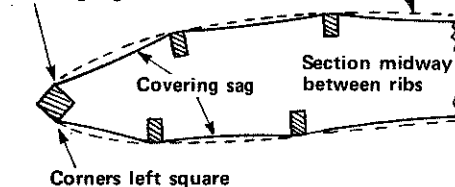
PIPER VAGABOND  
MISTER MULLIGAN  
HUNTINGTON H-12  
DRUINE TURBULENT  
PIPER PAWNEE & COLT  
DH-6 · GEE BEE "D"  
PILATUS PORTER  
ANDREASON BA-4B

SEND \$5.00 (POSTPAID)  
TO: WALT MOONEY  
2912 CABRILLO MESA  
SAN DIEGO, CALIFORNIA  
92123

the air over the airfoil. The sharp edges produced by setting the leading edge spar on edge, as shown, gave a more favorable profile to the airfoil for turbulence."



Note the sharp break at leading edge due to covering sag



Chet goes on to point out that the original auto rudder was *not* for glide circle, but was actually one of his first ever dethermalizers! The pneumatic timer was set for 20 to 30 minutes and pulled the rubber tab over enough to create a tight spiral that would bring the ship down. In the original article, this was wrongly identified as being an auto-glide circle action, and we merely quoted that incorrect statement. Chet

says "The editor at that time couldn't conceive, I think, that anyone would want to have a device to make a model come down out of a thermal. All efforts up to this time had been to keep your model in the rising air currents.

"I had built and lost 6 of the 'Lanzo Nats Stick Models' in the previous year on O.O.S. flights, and cooked up the rudder D/T to get some of the models back for use at the following contests."

Chet seems to rightly claim that he was the inventor of the dethermalizer. Any challenges? ●

**AVRO** . . . . . *Continued from page 39* side as well). A slit is cut in the bottom of the fuselage and the landing gear wire is inserted up into the nose and cemented to the sidewalls of the fuselage. Following my usual custom, the landing gear struts are built up and cemented in place on the fuselage, but not attached to the wire. The wire is thus allowed to flex on a hard landing and usually the struts will not break, because they don't feel the impact. Fill in the little triangle at the bottom of the aft end of the fuselage to support the tail skid.

Wing and tail structure is generally conventional. The wing cutout is framed out of 1/8th thick balsa sticks. The tail is built up out of 1/16th square sticks and then the top and bottom of the

ribs are added as soft balsa sticks which are then sanded to the rib section shown.

All the struts are made from 1/32nd thick model railroad basswood. At the top and bottom of the struts, as indicated by the small dots, drill a small hole. This hold will make rigging the wires much easier after assembly.

After sanding the structure thoroughly, the model is covered with lightweight tissue. This model was painted with silver lacquer, so to keep the paint job as light as possible, it was covered with black tissue. The tissue covering was water-mist shrunk, and after it was dry, two light coats of clear dope were applied overall, with four coats over the balsa on the nose. When the dope was dry, the lettering was masked off, using letters cut from drafting tape. Then, using a can of silver lacquer spray, a light coat of silver was applied on all surfaces. Silver covers very effectively, so make sure the coat is as light as possible. Real airplanes painted silver are not very glossy, so the peanut shouldn't be either. After the silver paint is dry enough to handle, carefully remove the masking tape. The black tissue thus uncovered makes just fine lettering, as shown by the photos.

To assemble the model, make a jig-board out of a piece of one sixteenth sheet. This piece should be as long as the top wing center section is wide, and as wide as the distance between the front of the front spar and the back of the aft spar. Make a notch in each corner of the jig-board to locate the top ends of the center section support struts. Press the top ends of these struts into the notches, and then cement the bottom ends of the struts into slots cut into the top fuselage covering at the proper places. The jig can now be carefully adjusted to properly simulate the wing center section. When this assembly is dry, the jig can be removed from the top of the struts, which will now be rigidly secured in the correct position for attaching the upper wing. The lower wing halves are simply cemented to the sides of the fuselage and the outer wing struts are cemented in place. The outer wing struts are located on the third rib from each wing tip, directly over or under the spars, as the case may be.

There are two horizontal tail braces going from the lower longeron to the leading edge and to the spar at the second rib out from the fuselage. These are 1/16th by 1/32nd basswood.

Details are what give these old biplanes character. The exhaust stacks are made from 1/8th diameter aluminum tube. The rim around the cockpit is made from a piece of brown plastic tube. My source was the insulation off a common piece of household electric cord. Slit the insulation carefully and remove the wire, then fit the slit around the edges of the cockpit opening and