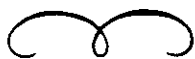


'32 WAKEFIELD WINNER

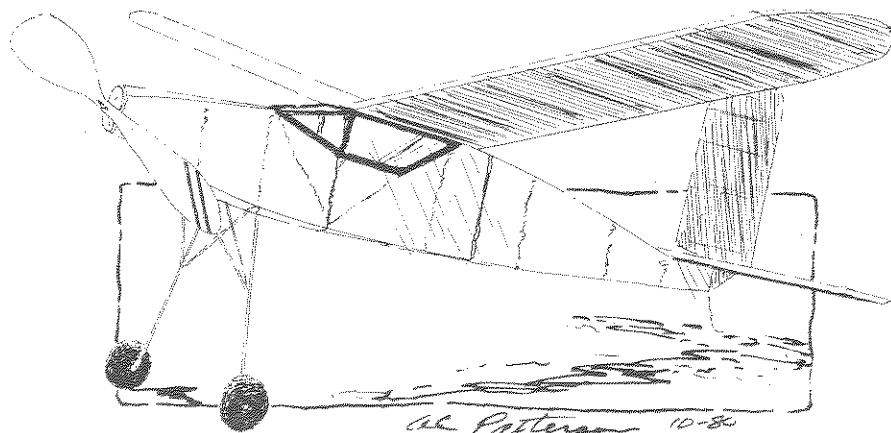


OLD TIMER Model of the Month

Designed by: Gordon S. Light

Drawn by: Al Patterson

Text by: Phil Bernhardt



• The May 1933 issue of *Universal Model Airplane News* carried the full-size plans for this nostalgic looking cabin rubber job, designed by Gordon Light and published under the title of "Build This World Record Fuselage Model." The original text was not specific, but that "world record" probably refers to the 25:53 flight made during the eliminations for the Wakefield event at the 1932 Nats, actually called the Fifth National AMLA and NAA Championships, held on September 9-10 in Atlantic City, New Jersey. Light went on to win the Wakefield finals with an O.O.S.

flight of 7:57. Later, British officials declared the results of the Wakefield event null and void, for the trivial reason that the event was not held on the traditional date.

(It's interesting to note that famed gas model pioneer, Maxwell Bassett, took 4th in Wakefield at Atlantic City with one of his early gassies, which went O.O.S. with only 2:55 on the stopwatch. Gas and rubber models competed side-by-side until just after the 1933 Nats, where Bassett showed what a gas model could do by entering all three outdoor events... Stout, Moffett, and Mulvihill

... and winning all three by a large margin. NAA officials then began to see the light and wisely split gas and rubber into separate events.)

Gordon Light's 1932 Wake could be competitive in O.T. Rubber events today if built lightly. The original weighed only 1.8 ounces, presumably without the motor. We'd be curious to see how this moderate climb/long run model would fare in competition against the more common rocket climb/short run ships. Build one and let us know!



had recently moved from Long Beach into Colusa, California. It didn't take Johnson long to contact Swaney and offer to sponsor an O.T. R/C contest to the tune of \$500 in cash for prizes. Did that ever get attention! And you didn't even need a 2x4 (if you know the joke).

A date was found directly after the SAM Champs. With excellent publicity, the meet got off the ground in no time flat. There were very few Californians who didn't know about this spectacular meet. Photo No. 6 shows Johnson and Swaney, the guilty culprits for this meet.

Well, you couldn't have asked for a nicer day at the Colusa High School Athletic Field on 16 August. Lift was so good, it was a good thing there was no penalty for overflying a max flight. In one case, better than four minutes elapsed before the writer could safely

set his Swoose down.

The Texaco event was run a little differently this time, with flights of only 30 minutes being permitted. This helped speed up the flight lines and wouldn't you know it, only one contestant registered two 30-minute flights. Something to be considered in future contests!

Half-A Texaco evoked quite a few laughs. Needing five entrants to form an event, Ed Solenberger kindly charged up the R/C gear in Pond's Triangle (Pond had just driven in from Lovelock, Nevada, on the way home from the Nats). A mass flyoff was proposed and everyone launched at the same time. In my haste to launch the Triangle, the receiver was left off and the model free flighted out in big wide circles. After chasing it for over ten minutes, the model abruptly changed direction and

glided back to the field and landed in one corner. Charlie Critch, timer, clicked his watch and said, "Official flight." The contestants, headed up by Ed Solenberger, were going out of their minds claiming the model was not controlled, to which Critch answered, "The rules state only the model must take off and land in the boundaries of the field."

More darn fun! For the longest time it appeared this "free flight" would win the R/C event, but for some obscure reason the mass launch system was negated and Jim Kyncy was allowed to fly alone and beat Pond's flight. There are killjoys in every contest! (Maybe it was just as well, as the kidding about "F/F your R/C model" is getting out of hand.)

Probably the proudest guy on the
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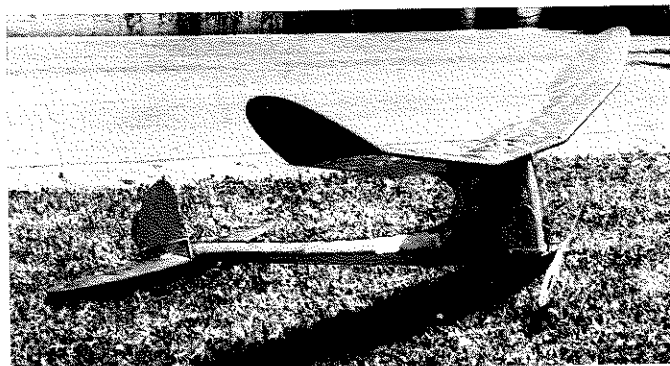


Photo No. 13. Another of Bob Knutson's experiments back in the old days was this Zomby-like design, featuring a Snuffy VI wing and tail on a *dural* fuselage. Bantam .19, later had folding prop!

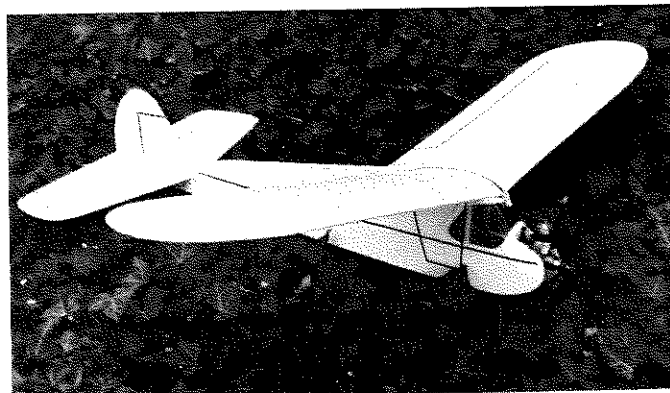


Photo No. 14. Noted FAI Power flier Bill Lovins recently built this little Brigadier 38, just for a change of pace. Lotsa fun!