



14. C.D. Nicholau pays off in peanuts! SAM 30 meet. nolds for record.

Photo No. 6 shows Art Way, Ernie Wrisley and George Wagner kneeling while the rear row includes Dick Munz, Jim Baron, Joe Havlik, Russ Schuppner, and Don Hoyle. Here's how the winning team scored:

1. Art Way (Aero Champ)	1800
2. Jim Baron (Mite)	1588
3. Don Hoyle (Strato Streak)	1577
4. Russ Schuppner (Playboy)	1513
5. Ernie Wrisley (Interceptor)	1433

We didn't receive any other photos except those taken by this writer. Photo No. 7 shows the SAM 21 contingent with seven entries reading from front to back: Mike, Cloudster, Fleetster, Mike, Westerner, Mike and Mike 1. SAM 21 has no excuses, except for overcast weather. Thermals were like hens' teeth... scarce!

Final standings of the competition are as follows (totals only):

1. SAM 41 (San Diego)	7911
2. SAM 82 (Houston)	7227
3. SAM 56 (Kansas)	7013
4. SAM 21 (California)	6998
5. SAM 27 (No. California)	6811
6. SAM 45 (Wyoming)	5130
7. SAM 39 (Ohio)	4093

Based on the success of this meet, there should be even more. One of these days, we are going to catch the San Diego boys with a bad day; like rain!

ENGINE OF THE MONTH

Many thanks are in order to Neil Kaminar for the use of this month's engine, a Vivell .035 diesel and to Karl Carlson who supplied invaluable information on this rare engine.

When interviewing Carlson, this writer was surprised to find that Karl had all the prototype models of this engine. The first one featured a "muff" type head with an unusual intake tube mounted on the side of the engine crankcase! To fully round out the novelty of this engine, the mounting screw holes were also drilled into the side of the crankcase.

Several other prototypes were made using the finned head as shown with single exhausts, one type side and the other rear. Another model featured twin exhausts but the final production model was made with three exhaust ports running the perimeter of the cylinder.

One, when first viewing the Vivell collection (received via John Gracie) wonders



16. Mary Jane and Joe Beshar with a pair of Gordon Light 1935 Wakefields to take to England for the 50th Wakefield Annual.

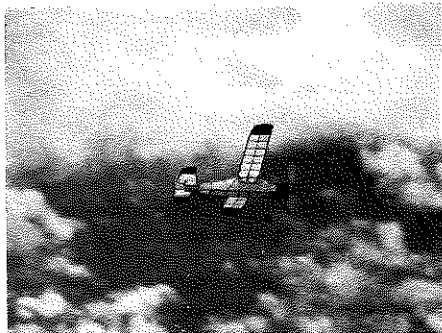
if Earl Vivell was an engine manufacturer. Earl had all his engines developed and produced for him. Vivell was what you would call an entrepreneur. Although he did not consider himself a collector, at his death, there were over 500 engines in the collection of engines he had acquired through swaps and trade-ins.

The Vivell .035 diesel, designed by that prolific engine man, Jack Keener, made its

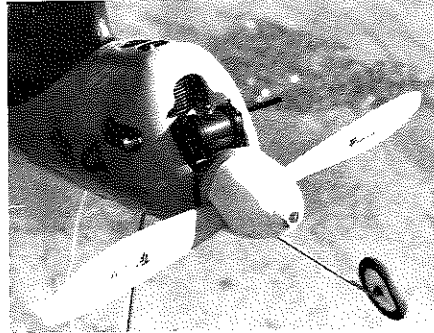
first appearance in early 1950 after the successful Vivell 09 diesel. The engine was never advertised depending strictly on Earl Vivell's sales abilities as he was also a distributor. Estimates vary, but the best guess is that 500 engines were manufactured.

The scarcity of this engine can be at-

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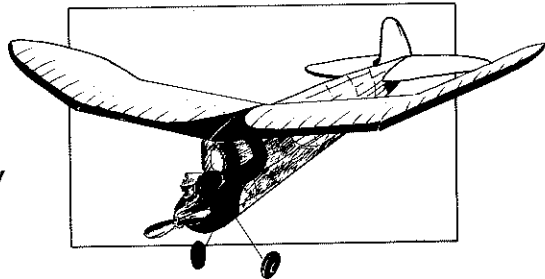
17. Evan Boyd's little SIG Tiger makes a pretty picture against the clouds.



12. A magneto-equipped McCoy 60 makes an excellent power combo for a Comet Sailplane.

OLD TIMER Model of the Month

Designed by: Sal Taibi
Text by: Richard Dowdy



BROOKLYN DODGER

This month's Old Timer surely needs no introduction, as the Brooklyn Dodger is one of the most famous gas free flight designs ever created. It's designer needs no introduction as well, for Sal Taibi is one modeler who has not rested on his laurels, continuing today to be as prolific and competitive as he was forty years ago. As proof, this past summer Sal took first place in the F/F 1/2A Gas Open event at the Nats. In the 1942 *Air Trails* magazine where this plan first appeared came the

news that the Dodger had taken two first place trophies within seven days, powered by a Forster 29. Suitable for B or C class competition, the Brooklyn Dodger continues to turn up in the top five at Old Timer meets today. Construction is of the standard stick-and-tissue variety, and is very simple. The teradrop fuselage configuration is a Taibi trademark, showing up in his Pacer model and other airplanes of his design. Create a bit of modeling history... build a Brooklyn Dodger!

2 1/8" X 1 1/2" TRAILING EDGE

TAIL SECTION DETAIL

BIBERIAL DETAIL

3/8" X 3/8" SPARS - TOP & BOTTOM

LEADING EDGE - 1/4" X 3/8"

ALL RIBS 2 1/8" THICK

DRILL HOLE IN BOTTOM OF COIL FOR OIL DRIFFLET

CUT-OUT FOR ENGINE EXHAUST STACK

THIS TENSION LEAD TO THE ENGINE FROM THE PULLEY

TO ENGINE TENSION

PROTECTED BY CRUISE PANEL

2 1/2" X 1 1/2" WHEELS

PHS IN BOTTOM OF FIBERGLASS BETWEEN RIBS IS 5" WITH SPACING 1/4" APART

1/2" SHEET

1/2" DOWEL

3/8" SHEET RESIN FOR INTERIOR

2 1/2" X 1 1/2" BRACES BETWEEN RIBHEADS

1/4" X 1/2" TOP LONGERON

DRUTON LONGERONS AND CROSS BRACES ARE 3/8" X 1/2" X 8'

1/2" DOWEL

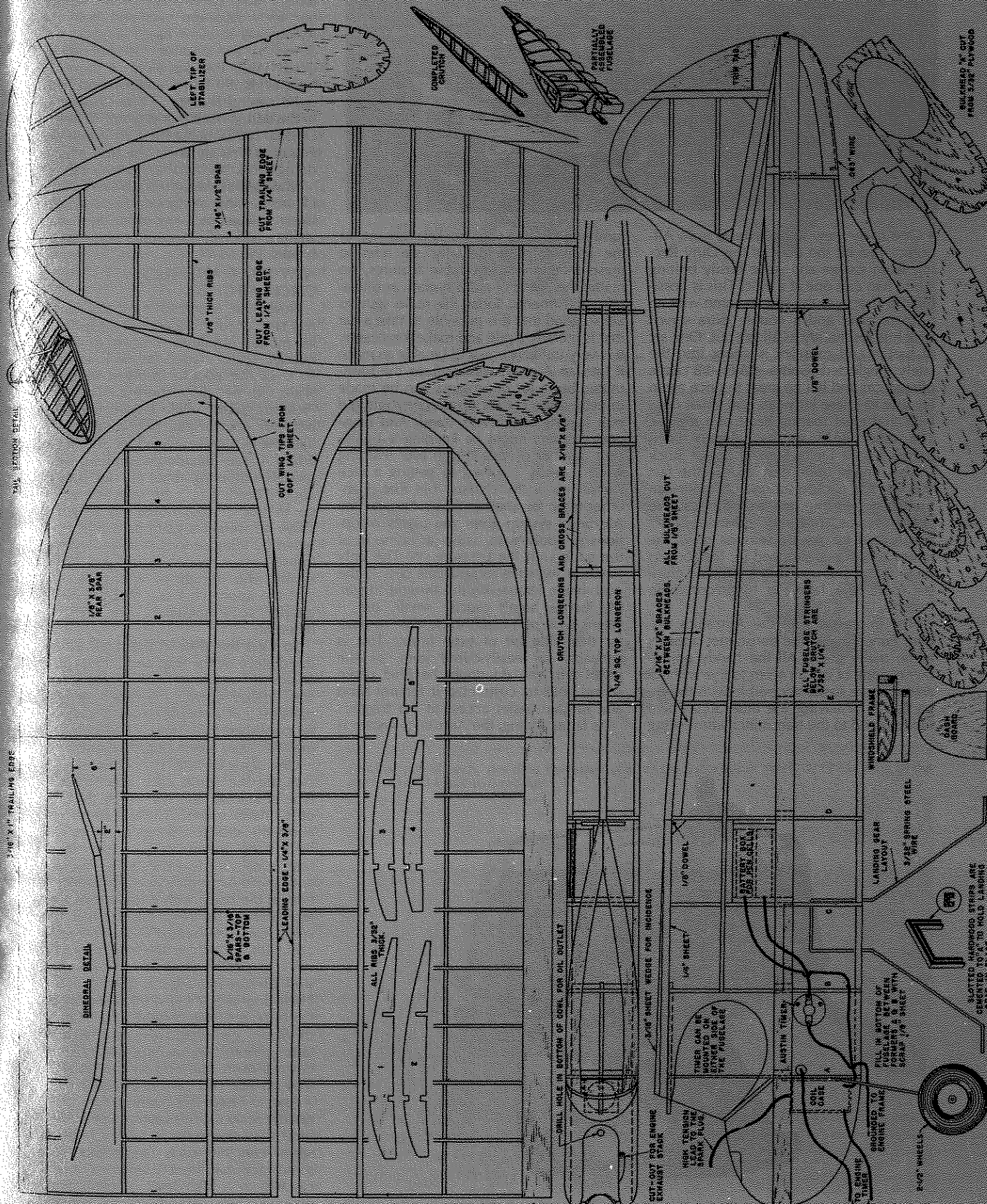
ALL RIBHEADS CUT FROM 1/2" SHEET

3/8" X 1/2" SPARS

1/4" THICK RIBS

OUT LEADING EDGE FROM 1/2" SHEET

OUT TRAILING EDGE FROM 1/2" SHEET



SLOTTED HARDWOOD STRIPS ARE DESIGNED TO HOLD LANDING GEAR IN PLACE

LANDING GEAR LAYOUT

3/8" SPRING STEEL WIRE

WHEELS - 2 1/2" X 1 1/2"

ALL FIBERGLASS STRIPPER BELOW DRUTON ARE 3/32" X 1/4"

2 1/2" X 1 1/2" BRACES BETWEEN RIBHEADS

1/4" X 1/2" TOP LONGERON

DRUTON LONGERONS AND CROSS BRACES ARE 3/8" X 1/2" X 8'

1/2" DOWEL

ALL RIBHEADS CUT FROM 1/2" SHEET

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OUT LEADING EDGE FROM 1/2" SHEET

OUT TRAILING EDGE FROM 1/2" SHEET

COMPLETE CRUTON

PARTIALLY ASSEMBLED FIBERGLASS

BLIGHED BY CUT FROM 3/8" PLYWOOD

PLANE BY PAUL PLEGAN