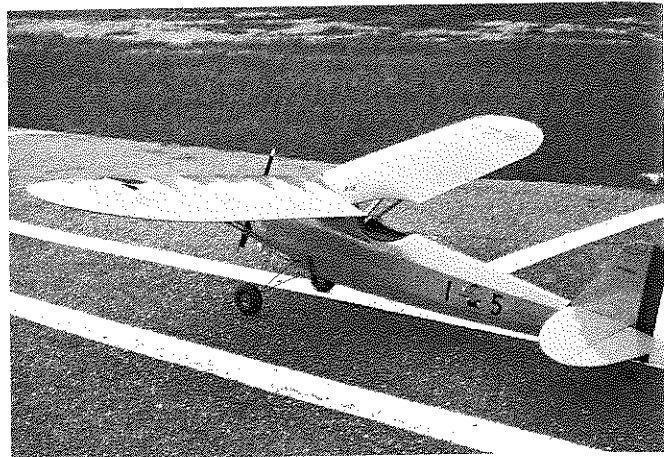


17. Two Italian old timers by Arve Mozzarini, 1949 Dindi, and an 8-foot Moar, Brown Jr. powered.



16. Nice blue and yellow Moyer Cloud Cruiser by Les McKay.

unit from his back-up model; and Don Bekins, for his 'Dial-A-Crash' Transmitter that had to be watched, as some of the servo actions were reversed.

"Saturday was a great day with no wind. To assure myself everything was in order, I tested my 1/2A engine. The engine backfired three times and flew into my face. Enough of this!

"Electric Texaco started out really well with a max 15-minute flight on only a 90-second motor run! Hot dog! Second flight: a 4-minute motor run with barely the same time in the glide; blew it, got a third. Didn't do much the rest of the day's events, so why enumerate the difficulties?

"Sunday was another lovely day, so I set up camp to do battle. The first flight of the Limited Engine Run Electric Event was a max. Got this event wired! Second flight was a ground loop, destroying the spur gear of the reduction unit. Thanks to Jack Alten, who is a one-man repair station for electrics on the field, I was quickly repaired and airborne.

"Now what? Something was definitely wrong with all the weird maneuvers the model proceeded to perform. Finally shutting off the motor, five minutes later, I was able to put the model down in one piece.

"Examination showed the entire motor assembly had come loose from the firewall and had wound itself up in the connecting wires to the microswitch. How it ever held is one of the 'unsolved mysteries'.

"Third flight, still in contention, let the model go and the prop and hub assembly promptly flew off. That was it. No more gear assemblies available. I was an also-ran in the other events with further misadventures too numerous to print.

"Ever have premonitions of impending disaster? After what happened on the return trip on Monday, I am a believer. Someone told me about Sal Taibi's recent accident where he blew a tire and rolled his 1958 Chevy. I was completely overcome with helplessness until a friend of mine gave me a quartz crystal he had mined. I was assured this would change my luck.

"The feeling of disaster still lingered as I started for Los Angeles. With only 150 miles gone, the 1951 Mercury began to shake violently. Slow down to 50 and the oscillations decrease. At the next rest area, I pulled over and I took the car out of gear. The left front

tire exploded! Imagine what would have happened on the road if the tire blew up then.

"I changed the tire and found the spare was low on air (plan ahead!), so I borrowed a foot pump and limped into the town of Kettleman. The attendant changed the tire and checked the air in the right front. The valve stem fell off in his hand! What the heck, I felt better with two new front tires.

"Something was not right. Only 12 miles down the road, the left rear tire blew. Okay, mounted the spare which had been fixed. The tire lug wrench broke.

"After a three-hour wait in the desert, the CHP showed up and called a tow truck. Upon arriving, the tow truck driver refused to tow my 'low rider'.

"What to do? It cost \$50 to borrow his lug wrench and mount the spare. I prepared to drive slowly to the next station 15 miles down the road. Can you believe it, the right rear tire blew. I was towed into the next town at 22:00 (that's 10:00 p.m. for you landlubbers).

"Somewhere in the desert between Kettleman and Lost Hills on Hwy. 5, there is a pretty quartz crystal lying in the desert just waiting for some lucky soul to find it. That will be a story for someone else."

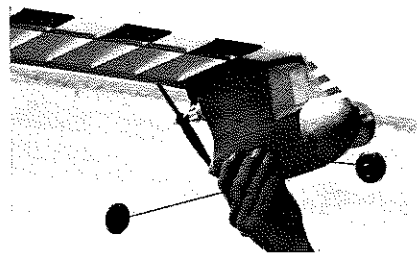
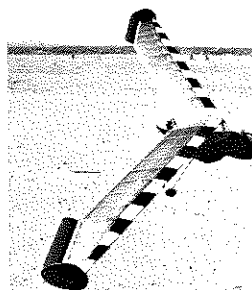
#### SAM ACTIVITIES SAM 56

The WHAM (Wichita Historical Airplane Modelers), SAM 56, well represented by Ernie Linn, editor of SAM 56 Sez, sent in quite a few photos taken by Dan Walton at their June 4 and 5 fun-fly.

The rubber events are quite popular in the Wichita area mainly due to the efforts of Ernie. Worth noting is the announcement of the WHAM Second Annual features three rubber events out of ten while the Glue Dobbys meet being held in conjunction will feature two out of eight. With better rubber being made available, interest in rubber power has picked up considerably.

Photo No. 6 shows what we mean with Ernie Linn holding his original Kansas

*Continued on page 70*



Jim Robinson's Li'l Misery, this month's Old Timer.

## li'l misery

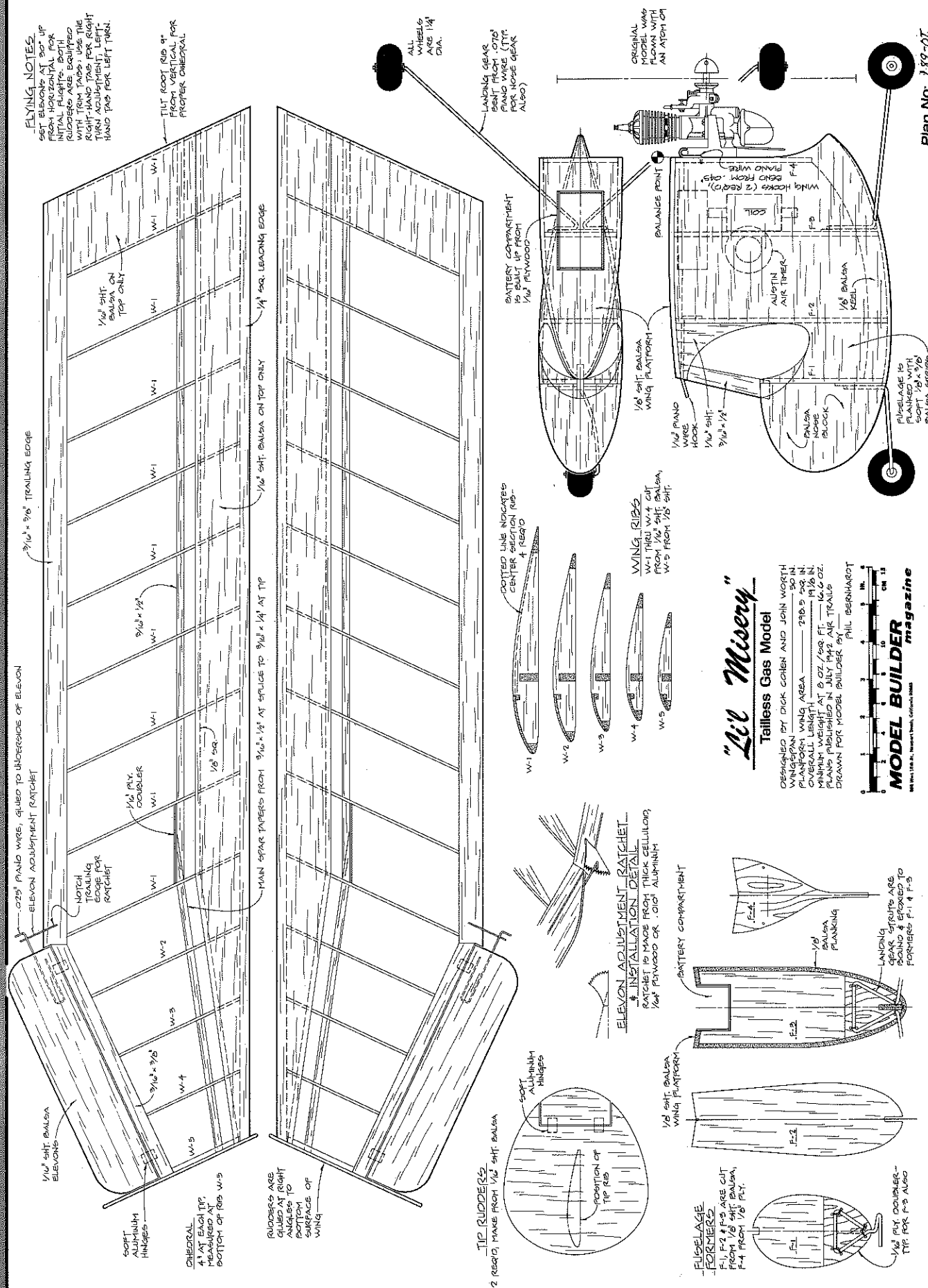
• We just met this Old Timer of the Month, in person, only a few weeks ago. It was at the 22nd annual Northrop Flying Wing contest at Taft, California, Sunday, October 3rd. Actually, we met two of them. One was built by Dick Lyons, of Camarillo, and the other by Jim Robinson, of Pasa Robles. Both modelers were there to "kill two birds," as the SCIFS Annual was on the same weekend, both Saturday and Sunday, so it was

**Design by:** Dick Cohen & John Worth  
**Text by:** Bill Northrop  
**Plan by:** Phil Bernhardt

only natural to enter the flying wing power event with Old Timer wings!

The model, "Li'l Misery," was published in the July 1942 issue of *Air Trails* and was credited to co-authors Dick Cohen and John Worth. . . yes, it's the same John Worth. The 50-inch span model was designed for the Atom engine, and a Cox Baby

*Continued on page 75*



**FLYING NOTES**  
 SET BALANCE AT 20" UP FROM HORIZONTAL FOR INITIAL FLIGHTS. BOTH RUDDERS ARE EQUIPPED WITH TRIM TABS - USE THE RIGHT-HAND TAB FOR RIGHT TURN AND THE LEFT-HAND TAB FOR LEFT TURN.

TILT ROOT ROD 9° FROM VERTICAL FOR PROPER CHORDAL

ALL NUTS ARE 1/4" DIA.

LANDING GEAR BENT FROM .070" PANI WIRE (TYP FOR NOSE GEAR ALSO)

ORIGINAL MODEL WAS LOWER WITH AN ALIGN CR

Plan No. 789-01

# "Lil' Misery"

## Tailless Gas Model

DESIGNED BY DICK COHEN AND JOHN WORTH  
 WINGSPAN 50 IN.  
 PLANFORM WING AREA 270.5 SQ. IN.  
 OVERALL LENGTH 19.12 IN.  
 MINIMUM WEIGHT AT 5.0Z/100 FT. 16.0 OZ.  
 MINIMUM WEIGHT AT 10.0Z/100 FT. 16.0 OZ.  
 DRAWN FOR MODEL BUILDER BY PHIL BERNHART



0.025" PANI WIRE, GLUED TO UNDERSIDE OF ELEVON

ELEVON ADJUSTMENT RATCHET

NOTCH TRAILING EDGE FOR RATCHET

1/2" PLY DOUBLER

MAIN SPAR TAPERS FROM 3/16" x 1/4" AT TIP

1/8" SQ. LEADING EDGE

1/8" SHIT. BALSA ON TOP ONLY

1/8" SHIT. BALSA ON TOP ONLY

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1/8" SHIT. BALSA ELEVONS

SOFT ALUMINUM HINGES

CHORDAL 4" AT EACH TIP, REQUIRED AT BOTTOM OF RS W-5

RUDDERS ARE GLUED AT RIGHT ANGLES TO POSITION SURFACE OF WING

TIE RUDDERS 2 REAR, MAKE FROM 1/8" SHIT. BALSA

SOFT ALUMINUM HINGES

POSITION OF THE ROD

ELEVON ADJUSTMENT RATCHET - INSTALLATION DETAIL RATCHET TO MAKE FROM THICK CELLULOSE 1/4" PLYWOOD OR .010" ALUMINUM

BATTERY COMPARTMENT

1/8" SHIT. BALSA WING PLATFORM

1/8" SHIT. BALSA PLANKING

LANDING GEAR STRIPS ARE BOUND & EXPANDED TO FORMERS F-1 & F-5

FUSELAGE FORMERS F-1, F-2 & F-5 ARE CUT FROM 1/8" SHIT. BALSA F-4 FROM 1/8" PLY.

1/2" PLY DOUBLER-TYP FOR F-5 ALSO

FL

F-1

F-2

F-3

F-4

F-5

F-6

F-7

F-8

F-9

F-10

F-11

F-12

F-13

F-14

F-15

F-16

F-17

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F-30

powered models. His work in advancing the cause of old timer flying was outstanding with numerous demonstrations of various aircraft. Like all of us, Vic wanted to build a model of every full-size aircraft he had flown.

Alas, this was not to be, as with all of us, he ran out of time. To put it succinctly, Dubery was a totally aviation person.

We also received notice from Karen Brannon, 2220 Mariposa, Casper, Wyoming 82604, informing Don Bekins that Charles W. (Chuck) Brannon, Jr., had died at the young age of 58 on June 15, 1988.

Chuck was very active in modeling, competing, organizing, and serving in various administrative positions including a stint as Associate VP for District 9 of AMA.

Brannon will be best remembered for his work in founding SAM 46 and his profound interest in old timer model activity. Sam 46 members are going to miss the tremendous interest Chuck had in Antique Class models.

### Old Timer. . . . Continued from page 34

Bee has just the right conservative power to fly the model. Both Dick and Jim recommend about one notch above cruise setting on the needle; Jim uses a 6 x 3 prop, and Dick uses an 8 x 4, no side thrust, and just a little bit of down. The flaps are set at about 30 degrees up. Dick used 1/32 ply for the notched trim holders, while Jim held the tabs in place with pins through the rudders. Turns are made by bending only the tab on the rudder that is to be on the inside of the turn. The principle is similar to that used on the full-size Northrop wings; it's drag that produces the turn. It might even be possible that the trim tab on the inside rudder could be bent in either direction, just so it provides the drag needed to hold that wing back, pulling the aircraft in the desired direction! That's not gospel, but try it and see.

In producing the full-size drawing, Phil Bernhardt noted that the magazine drawing had some inaccuracies. For instance, the fuselage pod was drawn minus the strip planking, yet the nose block was shown flush with the first bulkhead. And the 1/16 sheet around the cockpit is shown as set in between the bulkheads. No allowance was made for the 1/8-inch planking! Oh well, Phil has taken care of that, along with a few other things.

### Simply Scale . . . Continued from page 25

on the transmitter, but if the transmitter is more complicated, it may still have to be modified in order to maintain the usefulness of some of the mixing and dual rates. Mode III fliers are the minority.

For scale modeling, I am here to defend the Mode II or single-stick method of flying, but at the same time I am here to chastise many Mode II fliers for the way they fly. Let me explain. I, myself, fly Mode II. Having the right stick set up for a joystick control gives me a real feel for the model. As I have gained experience in flying, I have found that the one drawback cited for Mode II is not valid. The drawback cited is that of the

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IRON COVER  
(IT'S SM-O-O-O-TH)**

U.S. Patent # 4,660,307

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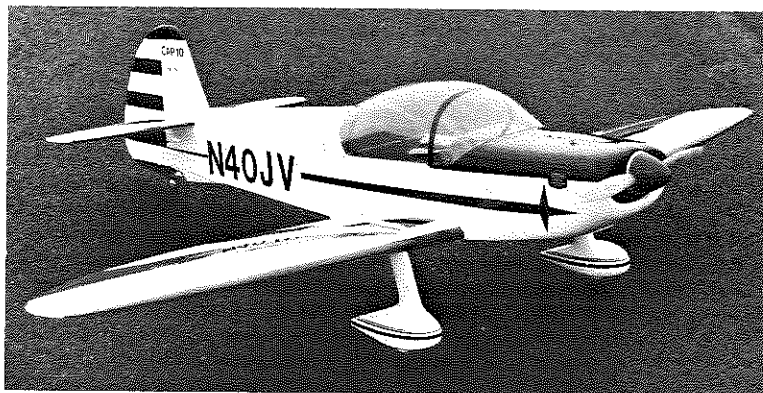
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F-18 Hornet (Winner of '88 Scale Masters)	1-89

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1/4 Corby Starlet 75" Wing  
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