

Raoul G. "Brick" Brickner, while CDing at a SCIF-SCAMP Hydro Bash at Lake Elsinore, California.



"Brick" Brickner, complete with airplane shirt and Jasco Floater, at his favorite flying site, Taft, Calif. Brick "Maxed Out" on Dec. 26.

R/C Assist:

Antique (Ign and Glow Comb.)

Class B (Glow)

Class A-B (Ignition)

Thursday, June 30

Free Flight:

Class B Cabin

Class C Pylon

Fuel Allotment Antique Scale

R/C Assist

Texaco (Ignition & Glow)

.020 Replica

The following auxiliary rules should be noted for free flight and R/C assist.

(1) All SAM Rules apply in the Standard Events.

(2) All models will be processed and weighed for conformity to rules.

(3) Two-hundred-foot-from-the-cars-rule will be enforced.

(4) No motorcycle "hot dogging" will be allowed. Crash helmets will be required.

(5) Texaco R/C Event will have a fuel allotment of 1/8 ounce per pound of model weight up to seven pounds.

(6) Motor runs in the R/C Antique Event will be 5 second for glow and 10

for ignition per pound of model up to seven pounds.

(7) The new .020 Replica Event will feature a fuel allotment of 1-1/2 cc of fuel provided by the Contest Director. All models must R.O.G., and five minute flights are the order of the day, with a 50 point bonus for landing in marked 50 ft. circle.

Now don't say you didn't know how much activity goes on at the SAM Champs. This one promises to be bigger than ever!!

Continued on page 81

# BERLINER JOYCE

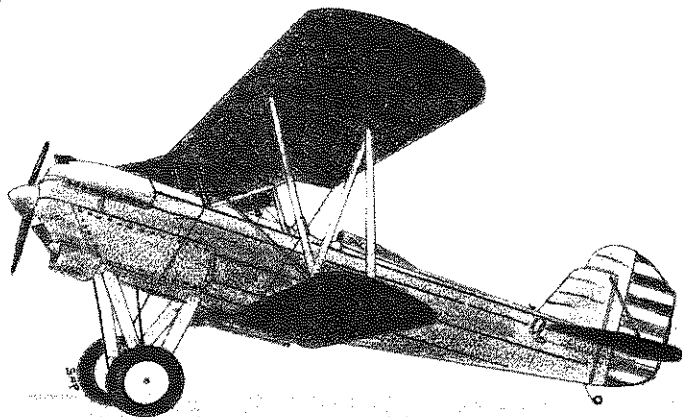


## OLD TIMER Model of the Month

Designed by: Donald Evans

Drawn by: Al Patterson

Text by: Bill Northrop



• "Tiny Gasoline Motor Powers This Flying Model Plane." This was the title of a construction article, beginning in the August 1935 issue of *Modern Mechanics and Inventions Magazine*. Donald Evans was the author/designer.

The first sentence in the article was rather startling. "This model gas plane will appeal to all model builders and the aviation enthusiasts who have been grounded by Department of Commerce regulations against light planes." (!)

This very advanced-for-the-time O.T. gas model came to our attention in a round-about way. We were discussing the interesting history of control line

with famous Half-A ukie and Mono-line specialist, Dale Kirn. Dale has been gathering historical data, particularly about the man who really invented the technique that has since become known as control line, U-Control, or what-have-you. This man, one Oba St. Claire, was developing and flying model airplanes controlled by wires from the center of a circle, as far back as 1936, at least 4 years before Jim Walker brought it to the attention of the modeling public through his fantastic demonstrations. In fact, St. Claire introduced control line to Walker!

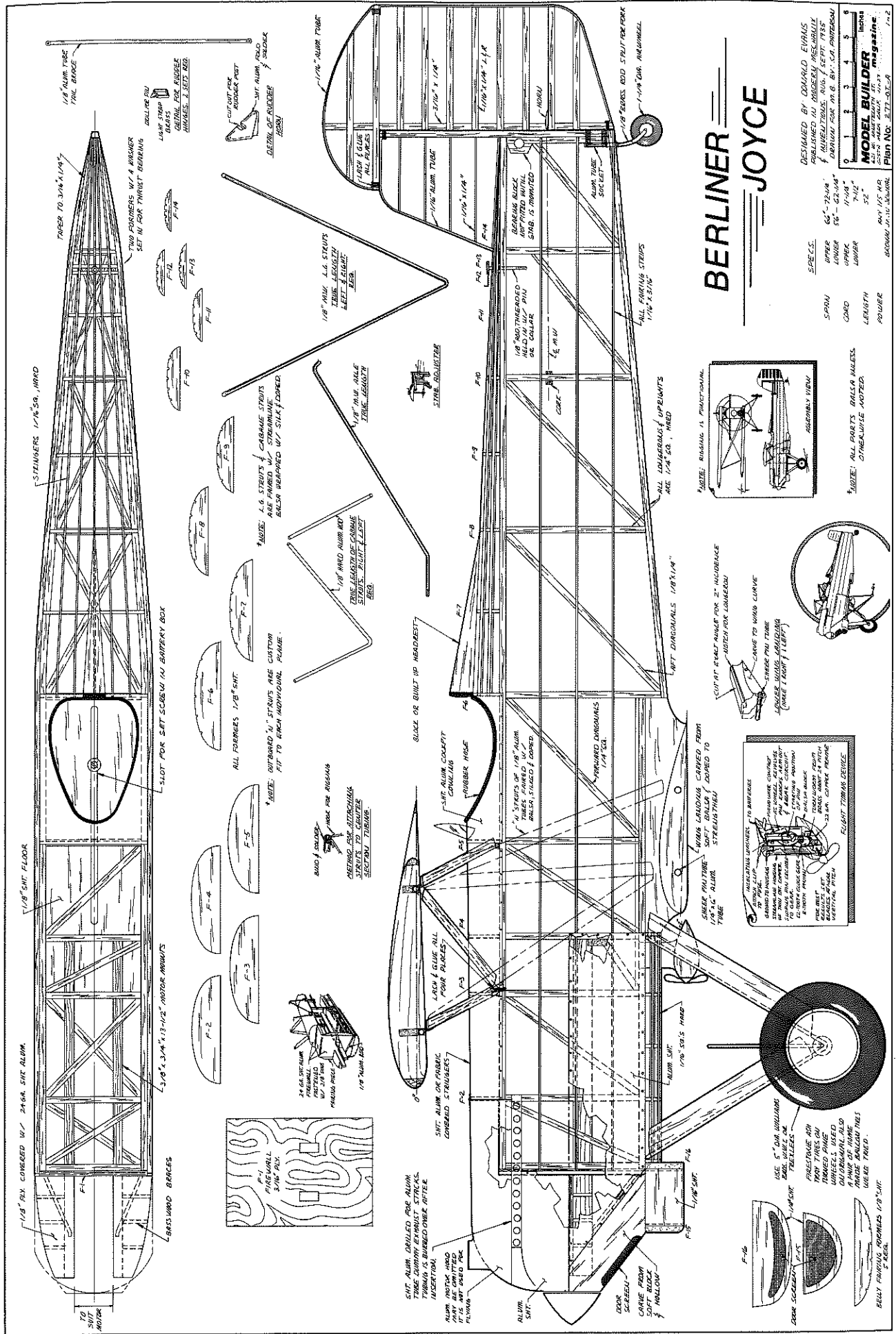
Among Dale's collection of infor-

mation on St. Claire, was 10 Xeroxed pages from two issues of *Modern Mechanics and Inventions Magazine* containing the article for building this smart looking Berliner Joyce. It seems that St. Claire built a model of the B/J from this article in order to conduct some of his early experiments with control line flying. (*Model Builder* will publish this interesting history on control line when it is completed).

Incidentally, one of the photo captions discloses that Donald Evans flew the B/J from Metropolitan Airport, in

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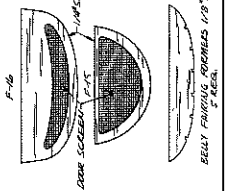
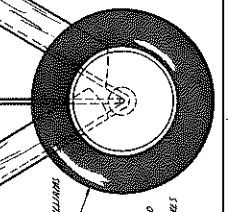
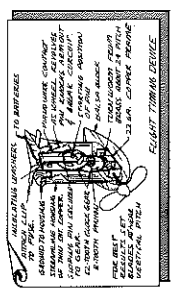
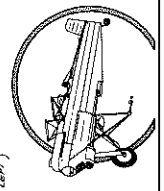
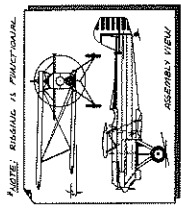
# BERLINER JOYCE

DESIGNED BY DOUGLAS EVANS  
 REALIZED BY ROBERT WELLSLEY  
 BUILDING INSTRUCTIONS, AUG. 1957, 1958  
 ORIGINAL FOR AN 8. BY CA. PONTIAC MI.

SPRU: 1/8" ALUM. 65" 37.04"  
 WING: 1/8" ALUM. 65" 37.04"  
 TAIL: 1/8" ALUM. 7-1/2" 32"  
 LEAD: 1/8" ALUM. 32"

WEIGHT: 1.5 LB. 1/8" ALUM. 32"  
 LEAD: 1/8" ALUM. 32"

MODEL BUILDER magazine



# THE NEW MINI-STARTER STARTS THE SMALL ONES FAST!

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Whether you are a 1/2-A Pylon Racer who doesn't want to be left in the blocks, or a free flighter who wants to go when the thermals are there, you need this Mini Starter. It is specially designed for 1/2-A glow motors, and features a 12 volt high speed permanent magnet motor with a ball bearing front end. The drive cup is designed to fit the Cox T.D. prop nut or a small spinner, and a groove for a marine O ring is provided. A rubber boot for flywheel starting of Jerobee cars is also provided.

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day's worth of racing. Even before the first score is written down, before the first heat starts, there has been a good deal of effort expended in preparation for the event. As I read the modeling press, I am somewhat worried by seeing the same names coming up all the time all across the country as Regatta Directors. It is not a difficult job, but it is certainly one that should be practiced before you are handed an ACCR to run. I am going to suggest an experiment to our local EC/12 meter fleet this next year, with a goal of breaking people into the routine of regatta management, and making it something that will be worthwhile for their series boating score. Initially, I plan to run the first regatta myself, as I never believe that you can sail and officiate at the same time. At the end of the regatta, I will call for one volunteer who will run the next month's event. You will only get the chance to be Regatta Director once a season, and must sign up ahead of time. The reward will be that upon completion of your day as Regatta Director, you will be able to put second place competition points down on your score card, these points being one of the regattas you may count toward your final score at the end of the season.

Since the skippers at the top of the fleet are usually the ones who have already held positions as fleet captains or

regatta directors, they will probably prefer to yield to others. The fellows who make up the bulk in the middle of the fleet will benefit the most score-wise from a free second place finish, and they are just the skippers who we must count on to keep the sport healthy and growing.

The fellows I have talked to seem to like the idea, and I'm hoping that the EC/12 Fleet will vote to accept the practice into its 1977 activities. Since I will always be there to act as score-keeper and advisor, as well as help with the protest decisions, I hope that it will provide an easy way to increase the number of qualified Regatta Directors. I also think that once some of these people get a chance to see a Regatta from that viewpoint, their conduct and enjoyment of other regattas will be improved.

Remember to send in your \$5.00 annual dues to American Model Yachting Association, 2709 So. Federal Highway, Delray Beach, Florida 33444. ●

**Berliner . . . . . Continued from page 23**

Van Nuys, California. Can anyone tell us where he is now?

For anyone who leans toward scale, and would like to combine that interest with Old Timers, the Berliner Joyce would make an interesting project. It could also make an excellent Sport Scale

R/C model, except that Sport Scale is steadily "detailing" itself into AMA Scale and losing its original intent . . . oh well . . .

Plans have been drawn as taken from the original dimensioned sketches. No attempt has been made to show modifications commensurate with modern-day construction materials and adhesives. The text does mention a balance point of 1/4 chord from the leading edge of the top center section. This seems a little far forward to us, but it certainly won't hurt to start out with that setting. Better than being tail-heavy! ●

**Plug Sparks . . . Continued from page 20**

**SAM CHAMPS GROUP TRAVEL**

Joe Beshar, SAM Prezy, writes to inform this columnist that he is organizing a group travel plan originating from J.F. Kennedy Airport in New York. The price to the Las Vegas SAM Champs will be \$239.00 each for double occupancy, and for single occupancy, add \$50.00!!

Sounds high? Actually, it's dirt cheap, as all taxes, airport transportation, four nights accommodation at the Stardust, plus tips and gratuities are included! You leave JFK June 27, in the a.m. and return July 1 in the p.m. How can you beat this package deal?

Joe Beshar requests all interested parties in the east to contact him at his home, phone (201) 261-1281. Joe