

Alan Callaghan also sent this photo of his CO<sub>2</sub> powered "CAVU" scaled to 24 inches. He says CO<sub>2</sub> O.T. is becoming popular in the UK.



Canadian Bob Hawton flies this Miss Philly IV on two-channel R/C. Fin & wing tips are different from that in '35-'36 Zaic Yearbook.

this Nostalgia event is the biggest shot in the arm for free flight since the inception of the Old Timers.

### SAM SPEAKS

With the retirement of Pete Vano, Editor of the official SAM organ, "SAM Speaks," the publication of this newsletter has fallen upon hard times. Having no other way to contact the membership, this columnist is taking advantage of the national distribution of this magazine to inform all SAM members of what the situation is (or was).

Some months ago, while looking for a new editor to replace Pete Vano, George Armstead from SAM 7 was visiting the writer. The conversation of a newsletter came up and George volunteered to take on the onerous chore of getting out

a newsletter. Unfortunately, after going to all the trouble of getting all the equipment from Pete Vano, George found that hard times in the garment industry dictated that he spend all his time making a buck and finding work for the factory employees (about 300).

After five months of inactivity, the entire works are being freighted to the West Coast, where Jim Adams will take over. Jim, upon assuming the editorship, will resign his Vice-Presidency or simply let it run out for the first six months of 1980. In any event, Jim needs no introduction to the old timers in this game, having been associated with the organization since its inception. Just as soon as Jim is able to put out an issue, things will get back to normal.

Meanwhile, it appears that any rule changes contemplated in 1980 will go down the tubes. This unfortunate occurrence was simply unavoidable under the present rules of having all SAM flying regulations approved six months prior to the SAM Champs. This is a tough blow for those who worked hard to get enough signatures to place their ideas on the ballot. Next year (1981) will probably be the earliest time that any important changes in free flight can take place.

Also, we do not have a firm handle on the location for the SAM Champs as yet. This will be fully publicized when information is available.

*Continued from page 104*

# \*\*\* RED RIPPER

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OLD TIMER Model of the Month

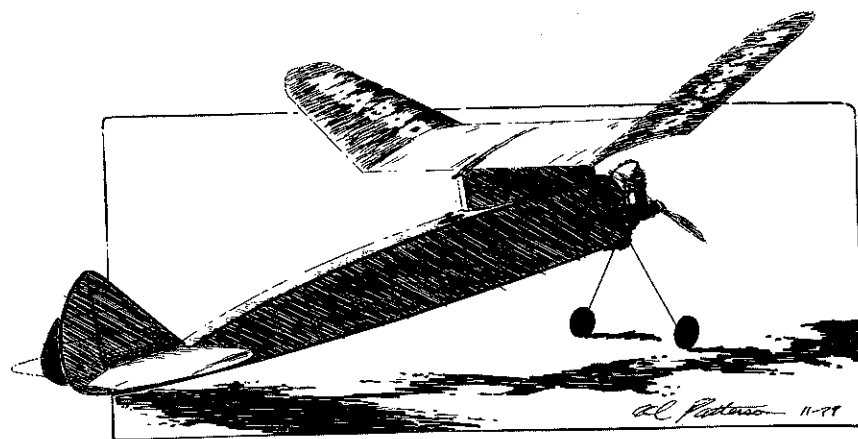
Designed by: Jerry Peeples

Drawn by: Al Patterson

Text by: Phil Bernhardt

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• The Red Ripper is a seldom seen gas job from the July 1940 issue of *Flying Aces*. Jerry Peeples was the fellow responsible for it, and I suspect that Jerry designed the airplane only to be functional and simple to build, because if there is any part of the model that is pretty, I must have missed it. When you get to studying it, though, the Red Ripper looks like it could be made to fly pretty darn well. It has lots of wing area, a highly undercambered airfoil for a good glide, and a fairly light framework that shouldn't make it too hard to get the



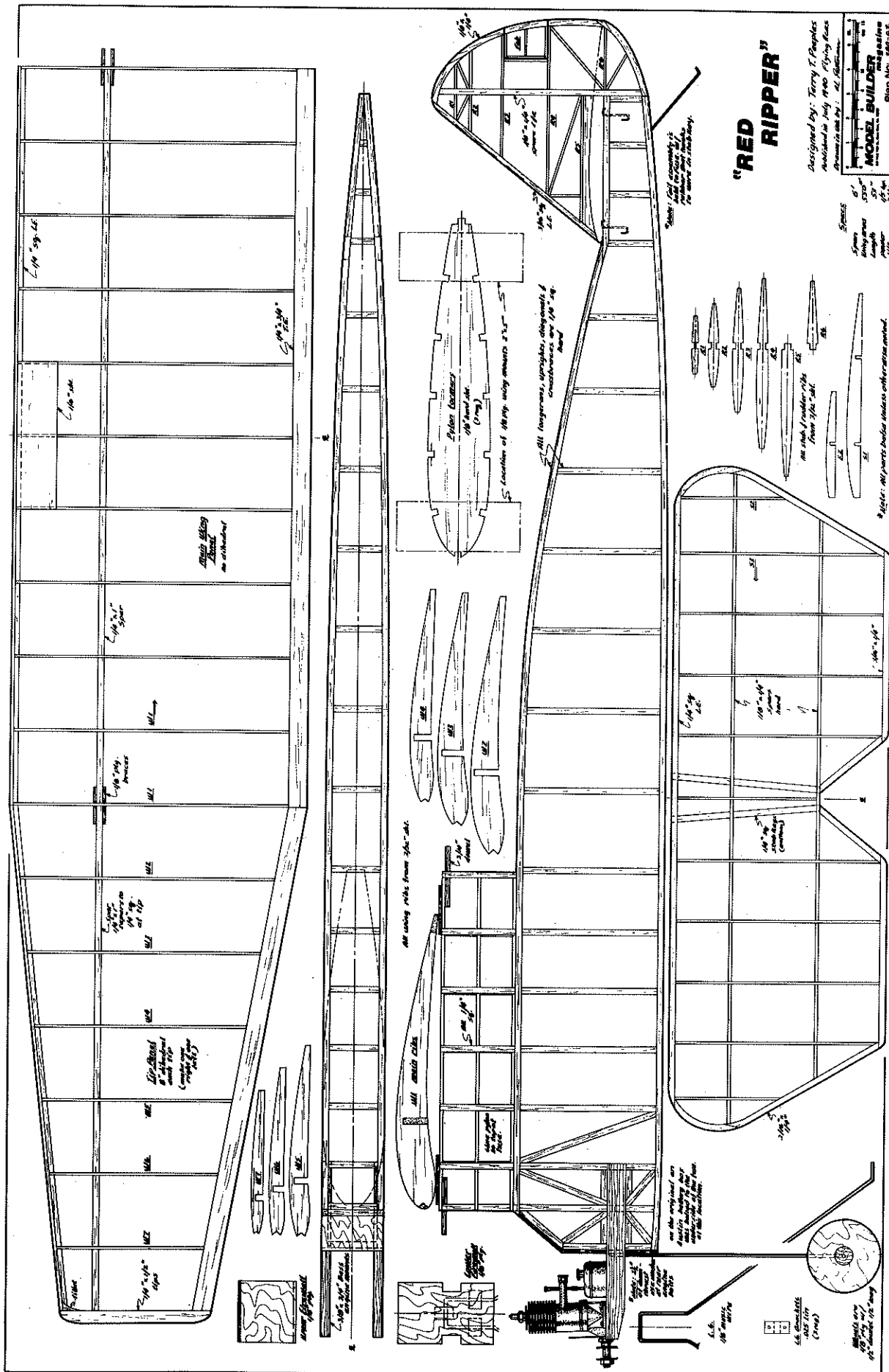
model down to the 8 oz. minimum wing loading.

The Red Ripper's structure, though light, is a bit on the crude side even for 1940. One design feature that could be a potential problem is the rather sharp bend of the top fuselage longeron as it goes back toward the tail. We would definitely recommend laminating the longeron out of at least two pieces of 1/8x1/4, preferably four pieces of 1/16x1/4, so that it has the required curve built in. Otherwise, if you use a regular piece of 1/4-inch square, the fuselage side will be under considerable stress and will go *SPROING!* as soon as you take it up off the board, and it won't look like a Red Ripper anymore.

Another part of the model that needs a little fixing up is the pylon. This is a paper or silk-covered open structure affair that is built separately from the fuselage, then is *glued right to the fuselage top without any sort of tie-in structure at all!* This, of course, is just asking for trouble, especially if the model happens to loop under power. We wouldn't want to be around when it happens.

If you decide to build a Red Ripper, we'd be interested in finding out how it performs. Send a photo, if possible, and while you're at it, let us know what Old Timers you would like to see featured in future issues.

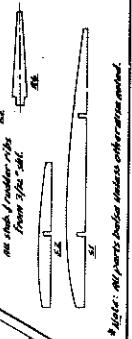
R/C MODEL BUILDER



# "RED RIPPER"

Designed By: Terry F. Peoples  
 Available July 1980 Flying Plans  
 Dimensions: 18" x 18" x 18"  
**MODEL BUILDER**  
 Magazine  
 Plan No. 380-02

Scale: 1" = 1/8"  
 1/8" = 1/8"  
 1/16" = 1/16"  
 1/32" = 1/32"  
 1/64" = 1/64"



\*Note: All parts below unless otherwise noted

as the original on  
 parts, making any  
 substitutions at the  
 risk of the builder.

1/8" Dia. Ball  
 1/16" Dia. Ball  
 1/32" Dia. Ball

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