

16. Nicely built R/C Miss America belonging to Patrick Blanco of Westbury, New York. Pond's text mentions the model being fitted with a Wahl Brown, looks like a modern glow engine to us.

"Recently, he flew the Quaker in competition for the first time at a SAM 76 meet in Hatsfield, Pennsylvania. Despite the weight acquired from many rebuilds and repairs, the model turned in a 5-1/2-minute flight.

"Originally powered by an OK 60 in a free flight mode, the Quaker now boasts of a Saito 45 4/C for power. This switch was made in 1980.

"1941 saw Shiffer going off to war. The Quaker was stored in the garage rafters to collect dust. Returning home in 1945, he married Alice and raised three daughters and a son. This pretty well took care of model building and flying until 1960.

"Dick decided to get his son interested in model building, putting a Super Sniffer together. Naturally, the son wasn't overly impressed, but Dick was 'hooked' again. The old Quaker was dusted off, old dope and bamboo paper covering carefully removed. A new fabric, for that time, Silron, was used to recover the Quaker.

"Now, about every weekend, Dick can be spotted at the Brownstown Vo-Tech School just south of Ephrata flying for fun.

"Like all of us, Dick has his favorite story of flying his Quaker in 1936-37 at the Lancaster Airport. His model came down on the roof of a tobacco shed on a nearby farm.

"Little did he know a portion of the farmer's land had been taken by the Airport Authority under eminent domain. Needless to say, the farmer was not too friendly to anything that had to do with aviation. The Quaker sat in the tree through rain and sun until a strong wind blew it down. The farmer finally allowed Dick to enter his property and retrieve the model." Free flight problems haven't changed much over the years, particularly in the East where land is at a premium.

As editor, John Delagrange now asks the question of "What is the spirit of SAM?" John says it was written all over Dick's face as they drove home from the meet at Hatsfield. In addition, it is the smile on my face as I finish writing this article about the hobby we all love.



17. The late John Drobshoff with a "Little Diamond" designed by his brother Alex.

the limelight with his interesting club paper.

Photo No. 9 shows Jim Alaback in his days when he lived in the Chicago suburbs. Jim is holding an Ohlsson 23-powered Buccaneer 48.

This photo was taken at the 1984 Bong SAM Champs on June 28 by Harold Johnson. Jim moved to San Diego shortly thereafter.

Might also mention that Alaback entered a Cleveland Viking in the "Spirit" Event. This model was built recently, still good craftsmanship!

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### SPIRIT OF SAM CONOURS

While on this line of thought, SAM 41 of San Diego put on a new event in their Annual known as "Spirit of SAM Conours." Rather surprisingly, this event drew as many entrants as the more popular ones.

According to Jim Alaback, newsletter editor of San Diego Aeroneers *Also News*, Bob Munn proposed and sponsored this event. As a side note, he also won with a silk-covered Super Buccaneer. Bob has always wanted to build this model for 50 years; that's long enough time!

Not enough can be said for Jim Alaback, the enthusiastic newsletter editor. He has single-handedly put this Aeroneer club in

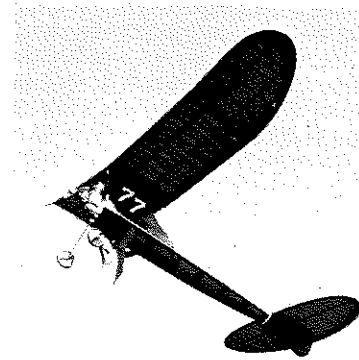
### Old Timer of the Month

# The Alert

**Design by:** Michael LaTorre

**Text by:** Bill Northrop

**Plan by:** Phil Bernhardt



• When this month's Old Timer was originally published, there weren't too many modelers around to appreciate it... most of them had joined the U.S. military forces, and those who hadn't, for one reason or another, were finding it difficult to obtain the main ingredient, balsawood. The "Alert," an appropriate name for the period, was published in the December 1942 issue of *Air Trails* magazine, and was designed by Michael LaTorre, a well-known East Coast (New York) modeler. Like his "C-Raider," which was a simplified version of Schoenbrun's "Gladiator," the Alert is a

greatly simplified Goldberg "Zipper" or "Mercury."

Our plans were drawn by Phil Bernhardt, and the model shown was built by Phil's father, the late Otto Bernhardt, about 18 years ago. It has always been an excellent flier in free flight events. After reading the construction portion of the article, we've decided to let Phil's plans talk for themselves; the article is somewhat confusing. Flight pattern of the original model was left power, left glide, with a bit of wash-in applied to the left wing panels to prevent any power spirals.

# The ALERT

Michael Stoner's High Performance  
Class B/C Competition Model

UNUSUAL HIGH SPEED MODEL — 173.5 IN.  
LENGTH, 7.25 IN. WING CHORD,  
WINGSPAN 18 IN. AT 0.75 IN. CHORD  
PLANES MOUNTED IN AIR TRAIL. DESCRIBES THE  
DRAWING FOR MODEL BUILDER BY  
THE BUILDER.

MODEL BUILDER magazine  
Plan No. 2-87-DT

