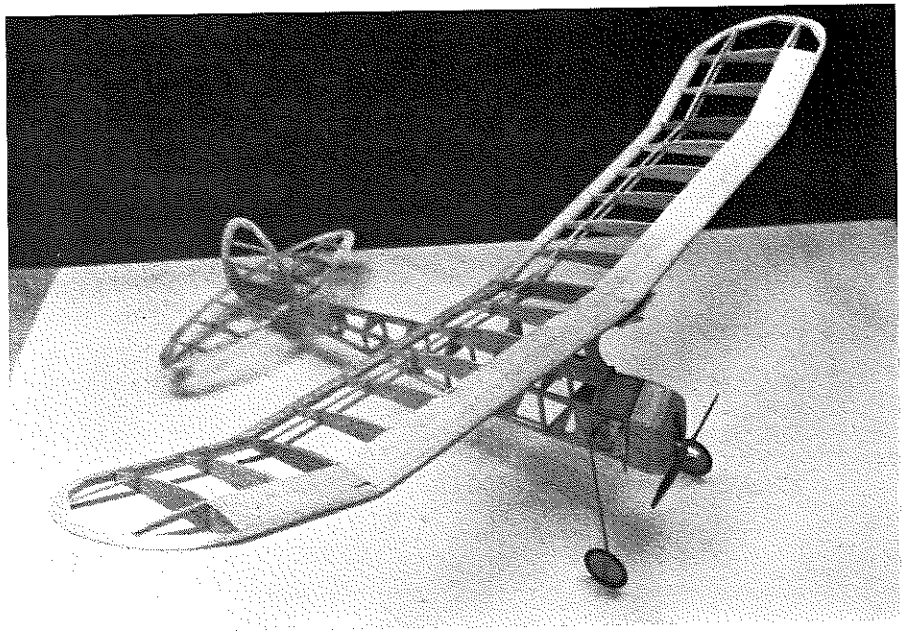
OLD TIMER MODEL OF THE MONTH

SUPER STOFER

By JOSÉ TELLEZ. . . Here's a simple, rather obscure Zipper-like 1939 pylon design, scaled down for .020 to .049 engines. Build it robust for sport flying or super light for high performance. Either way, it's a winner!

• The original Super Stofer was a 1939 design by Harold Stofer from Indianapolis, Indiana. It was powered by a Brown Junior and the plans were published in the *Journal of International Aeromodeling* of July 1939. (I believe that this was one of the only two issues ever published!) Plans of the original version are currently available through John Pond's Old Time Plan Service—see his ad elsewhere in this issue.

I first became aware of the model through a photo in *MB* of a full-size Stofer built by Mal McLean of Long Island, New York. The model looked like a primitive Zipper which might be fun to try out as an O.T. replica. I scaled this version to yield an approximate 34-inch wingspan and placed the firewall to accept a Cox TD .020 with a small metal fuel tank in the fuselage and a 30-second KSB timer for fuel cutoff. A reed valve Pee Wee .020 and an eyedropper tank would provide ample power and simpler installation if you want to forego the sophistication and extra zip; however, the model is going to need weight up front since it has such a short nose, so take your choice.



A complete set of Super Stofer bones ready for covering. Author built two at once, both covered with Japanese tissue and both powered by Cox Tee Dee .020's.

Although I marked the plans .020 to .049, after having flown the model with the TD .020, I would suggest staying with the smaller engines unless you feel you are an expert at trimming overpowered rockets.

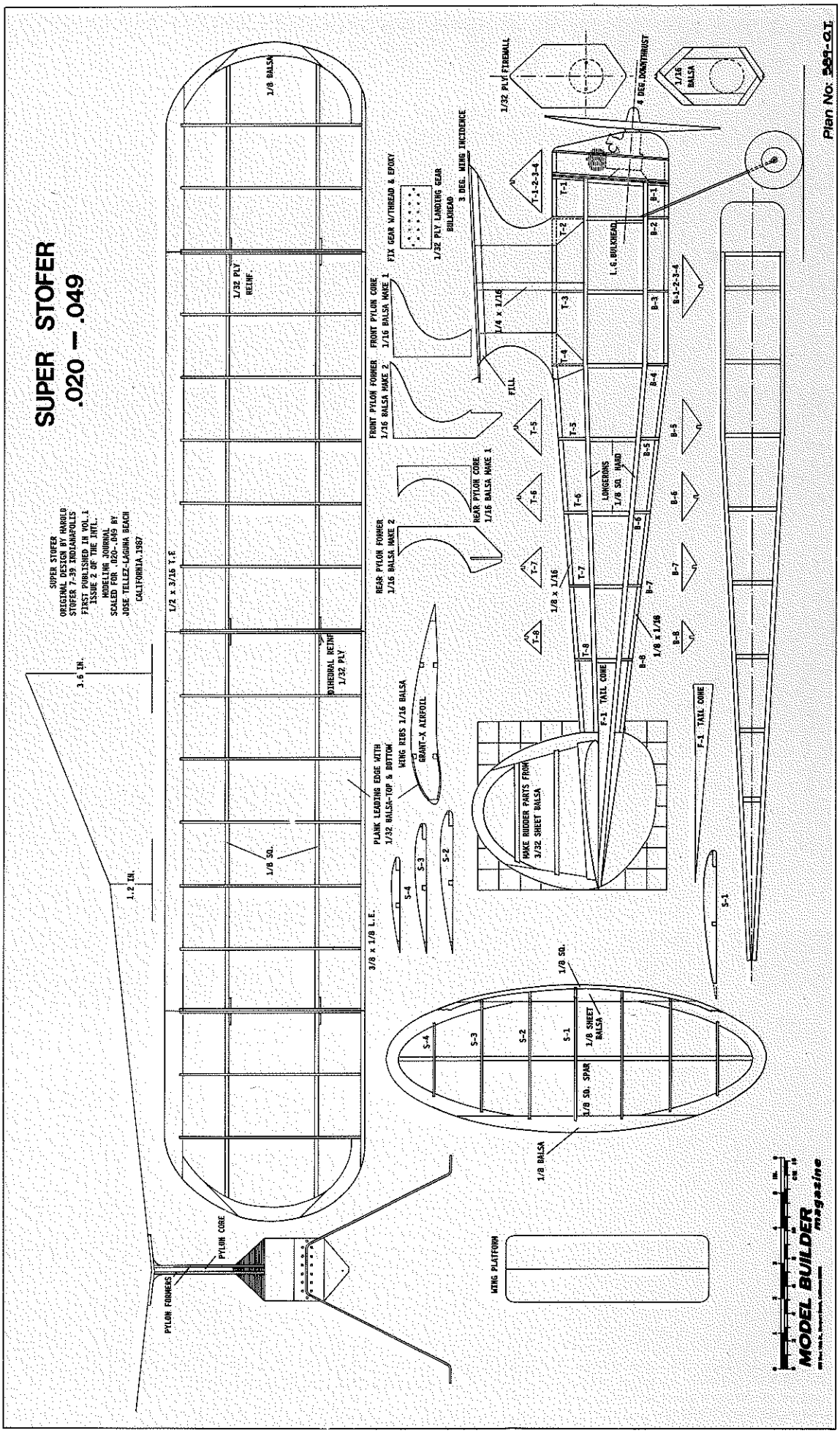
To achieve that great old-time look and to keep the overall weight down, the two models I built were covered with Japanese tissue, and I used Aerogloss clear to glue on the tissue and dope the covering. The structure is light, so you might want to add some castor oil or other plasticizer to prevent excessive shrinkage and a warped flying surface.

You want to build as light as possible, so make sure you select your wood properly. Except for the fuselage longerons, which need to be hard, I used light six-pound balsa throughout. It is especially critical to achieve a very light empennage since the nose is so short; otherwise you will be struggling to get weight up front or end up with an unflyable tail-heavy model.

In spite of the drive for a lighter rear end, you should not omit a dethermalizer. The model performs very nicely and does not need much of a thermal to get it going. I used the simple fuse type with a snuffer tube, which is light, simple, and reliable.

The fuselage is a standard box structure. Start by building two identical side frames; box these in with the crosspieces to form the box and then add the top and bottom formers. The pylon has two outer formers and a core. In short, each one of the vertical

Continued on page 68



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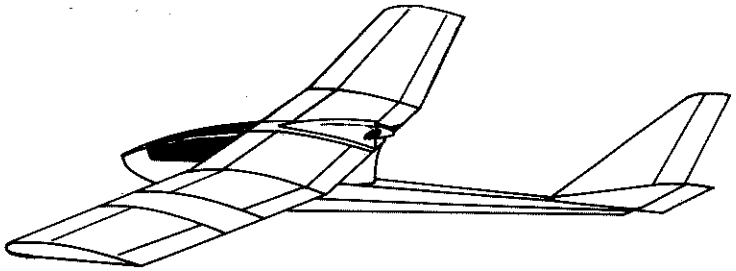

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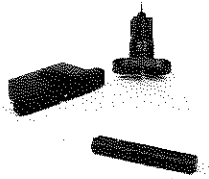

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house just right for R/C 1/2A Texaco, and I urged him to send the plans to *MB* along with other fine designs of his.

Next month we visit the Futaba importer, hobby shops, talk pattern flying, get to a model magazine publisher, and come back home. •

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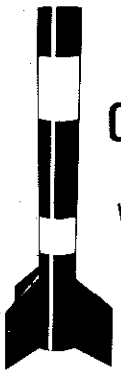

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Most of us seem to get lazy and omit the cowl from our F/F models. On this model, it would be a real shame. The cowl is the simplest possible to build, makes the model really look neat, and, furthermore, is almost a necessity in terms of keeping the balance point where it is supposed to be for good flying. The cowl is built up from a back frame shown on the plans, a shaped front block, and some 1/16 balsa sides. I cemented two small plastic blocks on the firewall, which accept the screws holding the cowl in place. Don't forget that you will need some openings for engine cooling, air to exhaust, and for access to the glow plug. The front block should also have a generous opening to accept cooling air around the cylinder.

The wing and tail surfaces are straightforward and need no comment other than one more reminder to keep that rear end light. I built two models; one ended up with a slightly heavier tail, which required some added nose weight to get it flying. I had built up a neat-looking set of wheels made from 1/32 plywood with aluminum tubing hubs and "O" rings from the plumbing department for tires. These survived on the model with the light tail; the other one had to be outfitted with a set of heavier Williams Bros. wheels to achieve proper balance.

The model should balance somewhere between 50 and 60 percent or somewhere near 3 inches back from the leading edge, then adjust the stab incidence to achieve a good glide. Stabilizer tilt is the best way to get a good glide turn, and engine thrust adjustments can then establish the power pattern. A right spiral climb and a shallow left glide seems to please the Stofer.

Good luck and let me know if you liked the Stofer as much as I do! Jose M. Tellez, P. O. Box 733, Laguna Beach, California 92652. •

Old Timer. . . . *Continued from page 36*

members of the pylon is made up from three pieces of 1/16 balsa (shown on the plans). These formers will fit like a saddle on top of the frame. Although not shown on the plans, add some scrap pieces of balsa where the pylon joins the fuselage. This will allow you to neatly attach the covering around the pylon area.

Big Birds. . . . . *Continued from page 13*

needed for absolute protection.

As soon as I get the time, I'm gonna try a no-nitro mix to see how some of my four-strokers respond. Nino may have something there.

CONTEST NOTICE

We've just received word that the Billings Flying Mustangs (IMAA Chapter 203) are planning to host their first IMAA Regional Fly-In on June 9, 10, and 11. The event will be sanctioned by both the IMAA and the AMA.

For more information, contact Donald Herington, 1401 Central Ave., Billings, Montana 59102.

Al Alman, 16501-4th Avenue Court East, Spanaway, Washington 98387; (206)535-1549. All my best wishes for the holidays, and take good care of your bod; BE SAFE in the shop and at the field. And keep those cards, letters, and pix a comin'! •

Hannan's. . . . . *Continued from page 49*

and Final Examination." After studying the lessons and answering the test questions, a prospective Flying Cadet took the Examination page to his participating neighborhood grocer. Those who successfully passed the test received handsome bronze Cadet wings.