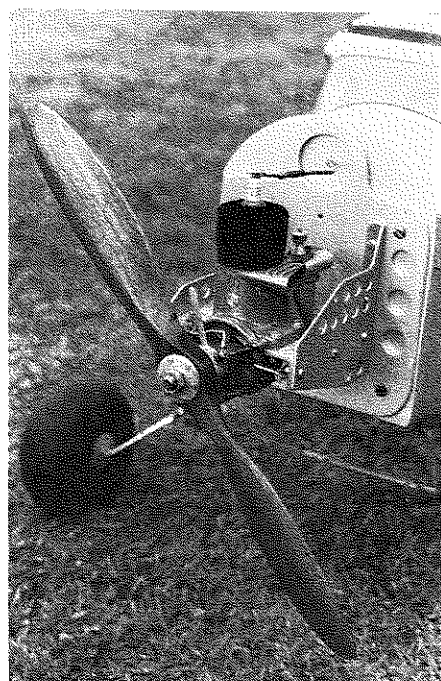
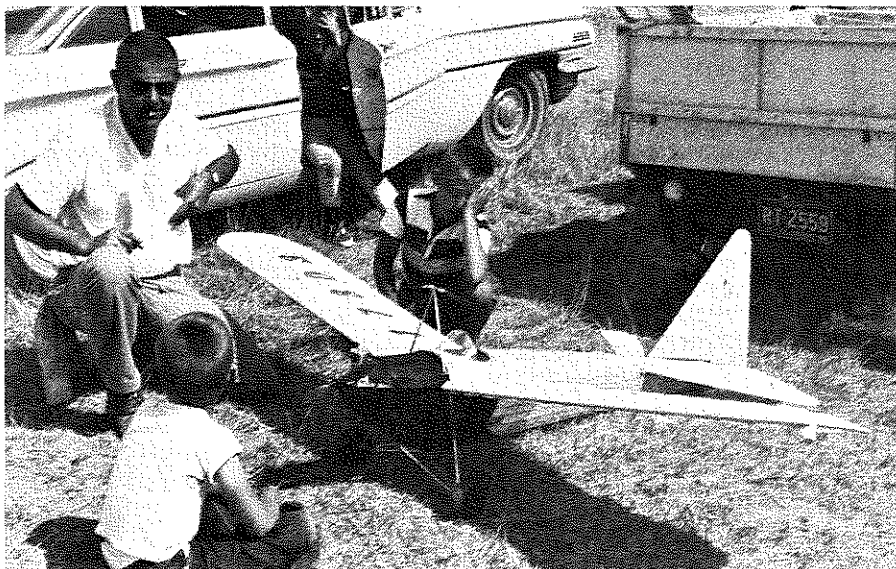


A rare 1938 "Corsaire", designed by Belgium's Van Wymersch, and faithfully reproduced by John Haggart, of England.



Very sanitary front end of the Van Wymersch Corsaire by John Haggart, with cowl removed.



Al Snowden flew this good looking Buhl Bull Pup (Sept/Oct '74 MB) at the last Denver SAM Championships. It flew quite well, too!

test, one wag came up with SOTS. (Southern Old Timer Society). Looks like they will end up with Pensacola Vintage Aircraft Modelers.

CLUB NEWS

The writer often wondered what happened to the old SAM 7 club designation that used to characterize the SF Vultures before the advent of an R/C Soaring Glider Club. Well, now he knows!

Received the "Yankee Flyer," saying there is indeed a SAM 7 Club. This is their name, "SAM 7," not related to the SAM #7 Flying Aces or SCAMA Club. Are you thoroughly confused now? "SAM 7" has been extremely active sponsoring four meets a year for the past two years. Their Spring Rally will be held just as soon as the Connecticut River flood waters recede.

They have also issued a challenge that contestants can have all the free beer, soda, and hot dogs they want. They have yet to be run out of supplies! The present schedule for contests calls for the Spring Contest on June 1 (!!), the Summer Outing on July 13, and the East Coast Old Timer Championships on September 21.

Tom Lucas also took this writer to task for misstating the facts at last year's Lakehurst Champs. It wasn't the Flying Aces Club that did so well (although I thought SCAMA dominated free flight), it was SAM 7 who took home 15 of the 34 F/F trophies. Can hardly beat that!!

* * *

Almost reported missing the Utah State Aeromodelers Annual, which featured three old timer events. The big annual O/T events were dominated by the new SLAM Club, taking just about

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1936 WAKEFIELD WINNER

OLD TIMER Model of the Month
Designed by Albert A. Judge
Redrawn by Phil Bernhardt
Text by Bill Northrop

Lord Wakefield, of Hythe, first put his famous cup into model competition in the year of "Lindy," 1927. By 1936, the cup had hopped back and forth between the U. S. and Great Britain, and was currently residing in the United States. It had been brought here by Gordon Light's 1935 winner, which was proxy flown by T. H. Ives on one O.O.S. flight of 7:20, which averaged out to 2:26.6, better than any other. We have the plans for Gordon's ship too, if you are interested.

The 1936 British team came to the U. S. with their models, and when the dust cleared, Albert A. Judge had the highest average (4 minutes, 9 seconds) . . . and the Wakefield Cup!

Judge's model featured clean, simple lines, and was indicative of the trend away from the previously popular motor stick. Judge also incorporated a rubber tensioning device, something very new for the day, and permitting his use of 6 strands of 1/4" flat rubber 60 inches long! His device looks very precarious, at best, and we'd recommend something more up to date. Another suggested revision would be to add 1/64 plywood braces (they'll bend to the sweepback required) on the front and back sides of the main spar at the dihedral breaks.

Incidentally, the Wakefield rules were beautifully simple in those days; cabin or fuselage models of 200 sq. in. wing area, with a 5% (10 sq. in.) plus or minus tolerance . . . minimum weight of 4 oz. (with rubber) . . . and minimum fuselage cross section area of L²/100. Time was the average of three flights.