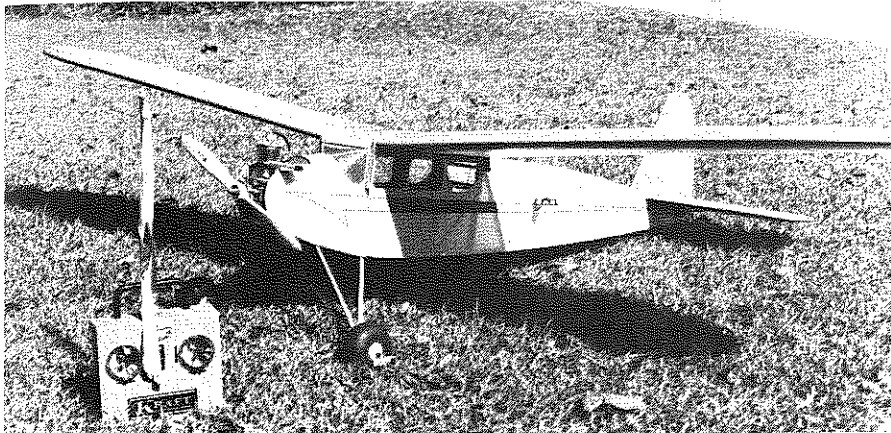


Old photo of old plane! Dave Paine, Jackson Heights, N.Y., built this Miss America in 1937. Site was Curtiss Field, in Valley Stream, Long Island.



Just a few years later than the above photo, here's Dave Paine's latest Miss America, with Super Cyclone and Kraft radio. Gee, talk about being in a rut!



Perennial O/T CD, Woody Woodman, seen at the Oshkosh Nats with R/C Comet Sailplane.

interest.

Rules were the same as employed at the Second NJRCC Annual for O/T R/C. Interestingly enough, the rules as promulgated by Tanis, are practically the same as the original rules published in the SAM Rule Book, even to the same fold-out format!

Well, the die was cast now. Old Timer

R/C Events were firmly established when the events were officially flown at the Nationals (Oshkosh 1973) as part of the unofficial Old Timer Events annually staged by Pond at the Nationals. Interest had generated to the point that even the author showed up with a Merco 60 powered New Ruler!

With Woody Woodman handling the

contest, and Joe Beshar showing the way with an ST 60 powered (!!) Playboy, the first Nats O/T Events were a success, despite showers in the afternoon (By then all the flying was over, and the writer had been held captive at the local Shakey's Pizza Parlor).

The addition of R/C events at Oshkosh brought out numerous old timers interested in this phase of the game. Noted at the annual SAM Banquet were faces such Leo Weiss, Joe Elgin, and a host of model editors. No question that the old timer movement had been revived on the east coast!

Most surprising of all in this revival, was a complementary rising of free flight activity. Many of those modelers

Continued on page 72

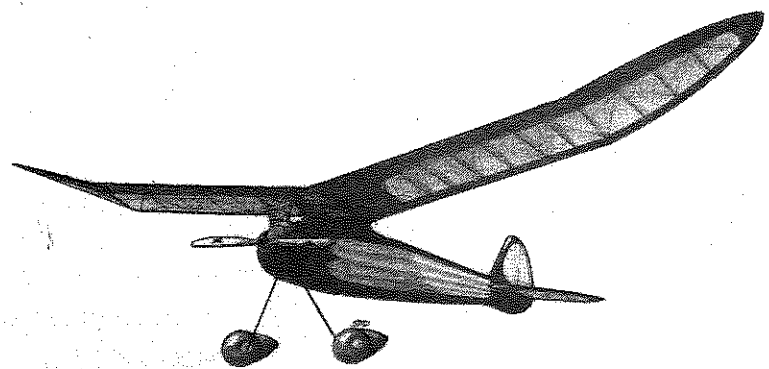
EASTERN STATES CHAMPION

OLD TIMER Model of the Month

Designed by: Russell Simmons

Drawn by: Al Patterson

Text by: Bill Northrop



● For M.A.N.'s editor, Charles Hampson Grant, to say "... this is one of the finest gas models in the country ..." was really a terrific compliment, as it did NOT use a Grant X airfoil. Actually, the rather thin, flat-bottom section was similar to what many modelers still consider to be the best compromise; one that allows a fast climb to get above the normally dead surface air, and into the "up stuff" that most any airfoil will do well in.

Plans for Russell Simmons' design

were published in the December 1940 issue of M.A.N., and it was given the matter-of-fact name, "The Gas Champ." To identify it in recent years, it has become known as the "Eastern States Champ (the name "Eastern States Champion" was printed on the plans), and it was at this New Jersey contest that it gained its recognition as a consistent winner. It not only won for Simmons, but also chalked up wins for

other modelers who built ships from the same plans ... the true test of a good design.

Consistent with early magazine plans, no balance point is indicated or mentioned. A good starting point is 25 to 30% back from the wing's leading edge, but watch the lifting stab. The designer calls for a 1/4 inch of wash-in in the left wing (T.E. down), and no thrust offsets.