

You shouldn't have any trouble identifying these models built by that prolific English modeler, Dave Baker, of London.



Pete Vano's king-size Powerhouse is said to be real kicks to fly. Looks like about a ten or eleven-footer. Vano photo.

their appearance, but this is another story we will feature in a future issue.

SAM TRIVIA

Lin Haslam reports in the "Condenser," official word of the Salt Lake Antique Modelers (SLAM), that the 1979 SAM Champs were bigger than first announced. Late entries and a recount showed 91 contestants flying 358 free flight entries and 100 R/C entries. Only 63 modelers indicated their age on the entry form (and we kid women about not admitting their age). This gave an average of 49.6 years old. Lin says this really shoots down the theory of "kids and their toy airplanes." Also, Lin says

we have been duplicating the Old Timer era for twice as long as it actually existed; 1934 to 1943 is nine years. We have been at it since 1960!

CALIFORNIA OLD TIMER SCHEDULE

Many thanks and congratulations are in order for West Coast SAM Vice President Jim Adams, as he has successfully coordinated all meets for the 1980 calendar year. This great news means that modelers can now go to a F/F meet or an R/C meet with no fear of missing a good contest.

R/C

March 9 SAM 30, Browns Valley
April 13 SAM 21 R/C Texaco, Taft

May 24,25,26 West Coast R/C SAM Champs, Sacramento
June 15 SAM 21, R.O.W., Calero Dam, San Jose
August 24 SAM 27 Two Rock C.G. Station
Sept. 14 SAM 21, Hill Country, Morgan Hill
Oct. 13-14 Pond Commemorative (SAM 26), San Luis Obispo
Nov. 9 SAM 30, Sacramento
Dec. 7 SAM 49 Annual Texaco, Taft F/F
Jan. 27 SCAMPS Bowden, Lake Elsinore

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1938 Jasco Flamingo

OLD TIMER Model of the Month

Designed by: Roger Hammer

Drawn by: Al Patterson

Text by: Phil Bernhardt

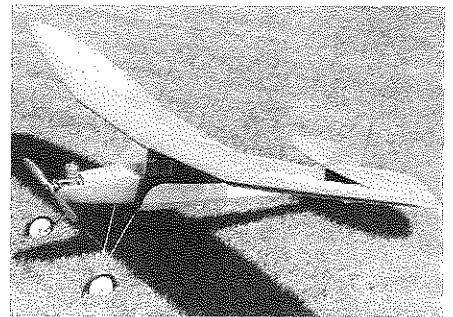
• We had no sooner decided to feature the Jasco Flamingo as the Old Timer of the month, when here comes an issue of the SCIFS newsletter, the "Flightplug," and therein was a copy of the original Flamingo mini-drawing by Frank Zaic that first (and only) appeared in the 1938 Jasco catalog. It was originally designed by Roger Hammer in September 1937 and has remained virtually unknown to most O.T. enthusiasts ever since . . . at least up until about four years ago, when John Pond showed up at a contest with

one. It was the first time I had seen one of these rare birds, and while I thought it was a neat looking airplane it also struck me as having a "different" look about, something hard to put into words. You'd have to see one in person to know what I mean.

This airplane is an excellent performer both as a free flight and as an R/C model. The original drawing includes these notes: *Has excellent spiral stability. Flight characteristics: tight circle, very steep climb, tight circling glide and ballooning tendencies.* That pretty much tells it like it is. More than once I've seen John flying his Flamingo . . . it's R/C . . . in his usual manner, i.e., stretched out in a lawn chair, beer in hand, transmitter sitting on the ground and the model way up there, methodically going round and round all by itself for several minutes at a time. No doubt about it, the Flamingo flies darn well as a free flight.

Let's take a close look at this airplane. The wing spans 89 inches and has approx. 1122 sq. in. (maximum size glow or converted ignition engine under present SAM R/C rules is a .49). Other than the whopping 15-inch root chord, the only unusual feature is the 3/8x2-inch-wide solid balsa trailing edge. Choose this board carefully to avoid excess weight. For an R/C version, spruce spars, at least on the inboard panels, would be something to consider.

The tail surfaces are conventional except that they make use of cap strips



bent over a spar in lieu of regular sheet balsa ribs. Also, the plans call for a 1/4 sq. stab leading edge, but that tight curve makes laminating this piece a necessity.

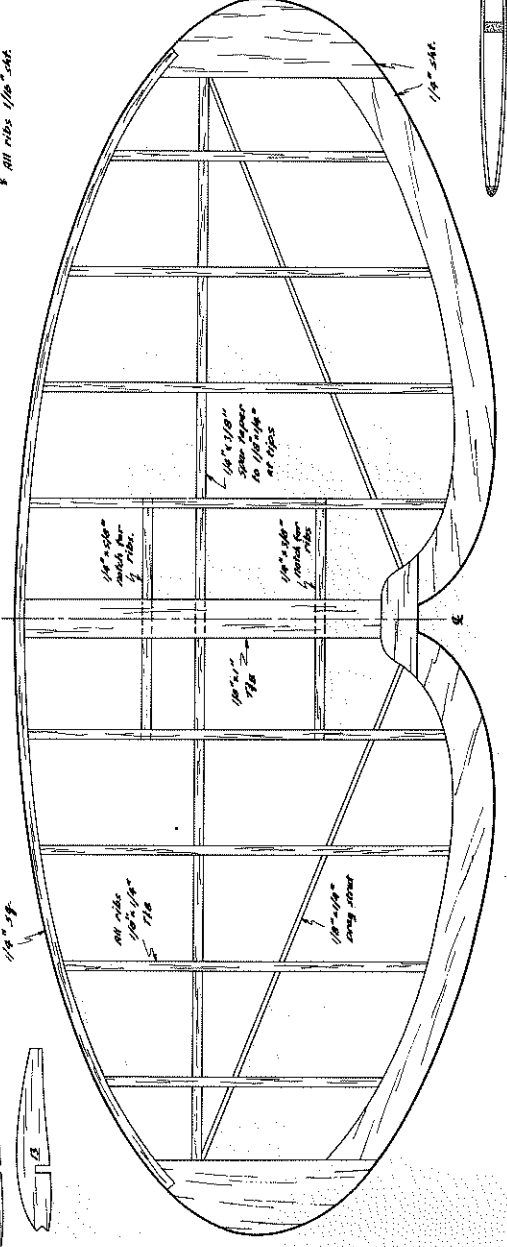
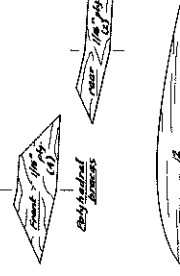
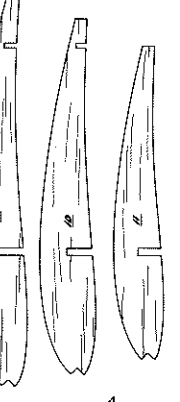
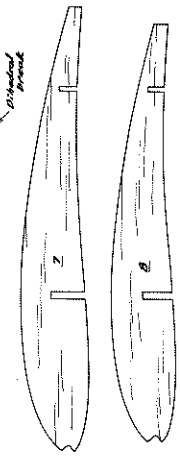
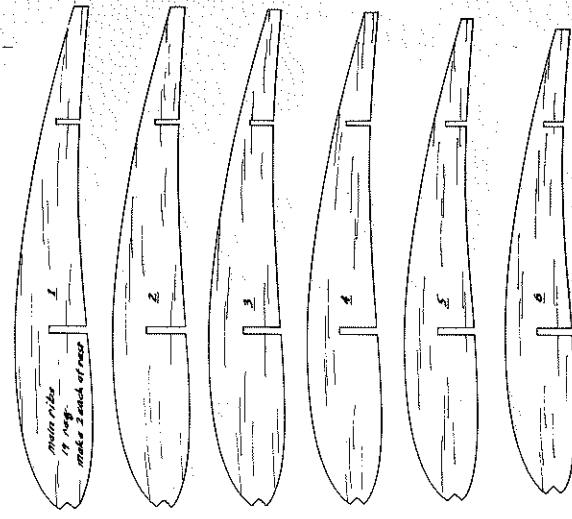
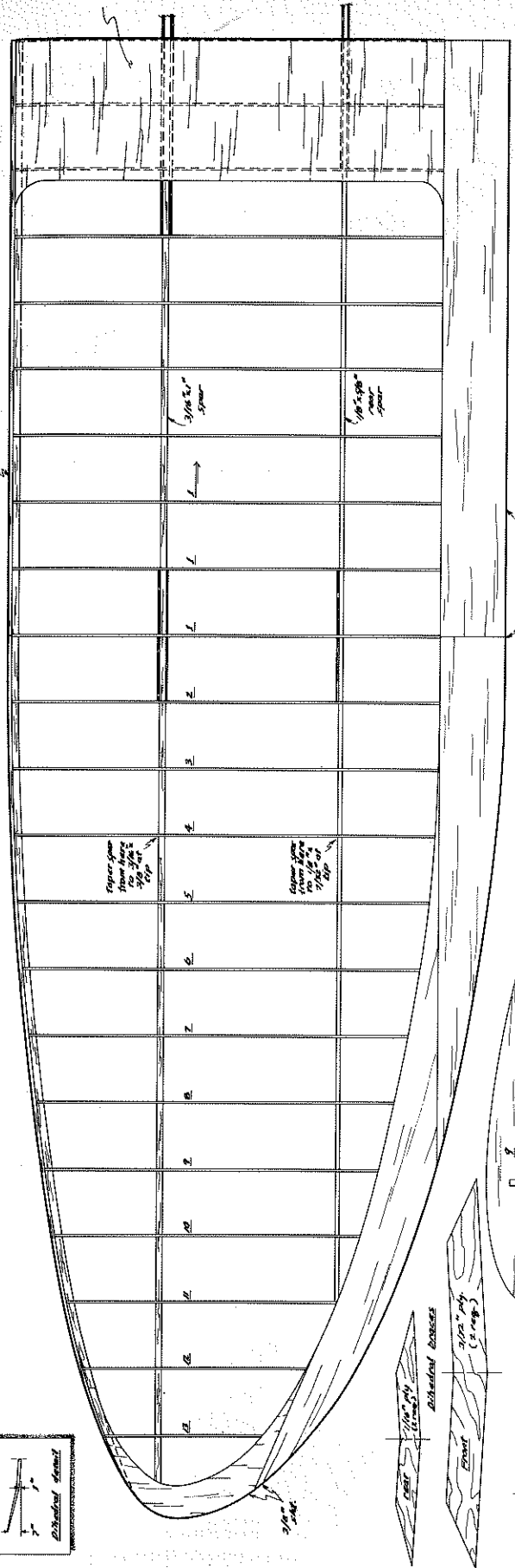
The fuselage is a curvaceous structure that has hardly a straight line anywhere. Construction is very light, and there are only a few formers to make. The Flamingo fuselage is notorious for being quite weak in the nose, and builders should see that this area receives some extra beefing up. A reinforced crutch would help, but what is really needed is some diagonal bracing or plywood carrythrough members to absorb the loads properly. This is especially important if you are building the model for free flight and plan on using a pop-up tail DT.

Up at the top left-hand corner of the original Frank Zaic drawing was this note: *Kit for this design ready soon — watch for announcement.* Hmmm, let's see . . . that was only 42 years ago. Shouldn't be long now!



14" x 18" L.C.

1/16" x 1/8" S.A.T.



FLAMINGO

MODEL BUILDER Magazine
Plan No: 140-55-3

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