



Photo No. 6. Les Gilbert also flew F/F with this Beshar design, the Alpha Corsair.

and another engine passed into oblivion. **A.M.L.A. DAZE**

Photo No. 7 is one of those priceless pictures this columnist runs into every so often. In rummaging through the effects of Earl Vivell (model engines, planes, and equipment, first purchased by John Gracie, then sold off and the balance acquired by Karl Carlson), looking for old plans and information on antique engines, this photo turned up. Recognizing it immediately (Boy! Is this writer an old goat!), the photo was scheduled for publication.

The photo shows Joe Culver being congratulated by Junior Indoor winner Boyd Richardson. As can be seen, Boyd is holding the standard (for that time) single stick indoor pusher that flew so well. Joe is holding a tractor, but note that the rubber does not run the full length of the stick, as was common practice on all indoor sticks whether they were pusher or tractor. The idea of a tail boom revolutionized indoor flying and made indoor tractors very practical

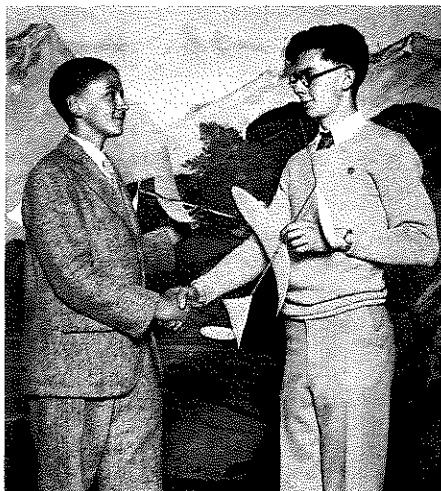


Photo No. 7. Here's a real rare shot from the Earl Vivell collection. Joe Culver (right) congratulates Pacific Coast Junior Indoor Champ, Boyd Richardson. Culver was the 1929 regional A.M.L.A. winner and went on to set a new indoor record.

by eliminating the stall so prevalent in tractor models. Joe Culver won the Pacific Coast Indoor Eliminations easily and then went back to the A.M.L.A. National Championships to set a record of better than nine minutes, an unheard-of time! Once the ice was broken on tractors, records continued to be set every year.

Later on, the wing was moved to a parasol position to gain more stability, as the low-wing versions did have the problem of spinning in under full-power winds.

In the '40s, Joe Culver moved back East to take a job with Colt Mfg. Co. Seems like only yesterday that his son, Gene Culver, was out in California to go to the same college as Dad, Stanford University. The son was also interested in model airplanes and actually competed at the Northern California Free Flight Council meets.

If by chance Joe or some of his friends happen to read this column, we would be pleased to hear from you again.

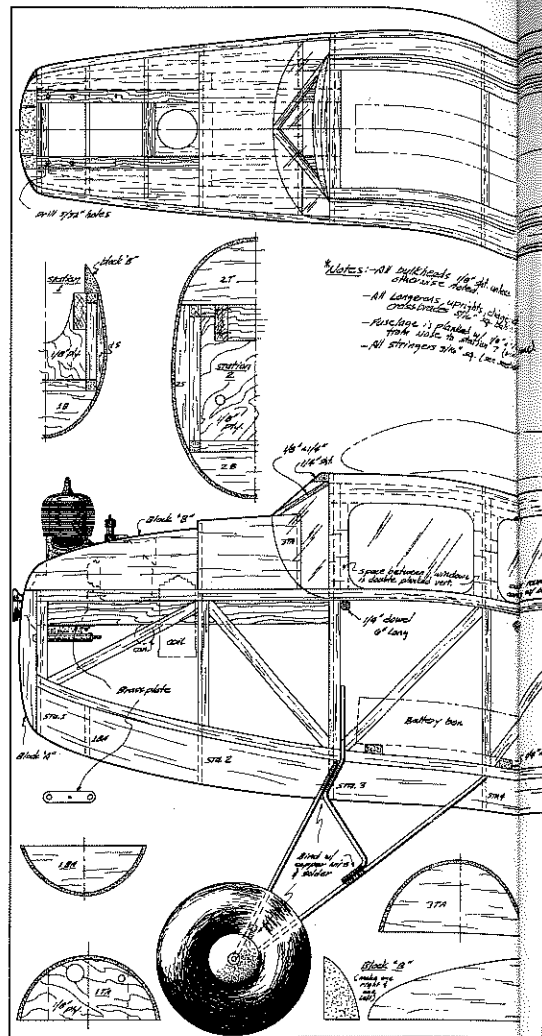
HOT STUFF AGAIN

This columnist is constantly amazed at the ideas that Bob Hunter ("Hot Stuff" originator) keeps coming up with. In a recent note to this reporter, Bob says you can get rid of that cloudy appearance on canopies, windows, or windshields. Actually, the discoloration is caused by the curing fumes of the cyanoacrylate glue. Up to now the removal has been an unsolvable problem.

However, Bob sez simply to put a drop of light oil (3-in-1 will do fine) on a piece of cotton or cloth, then pass lightly over the area. Voila! The fog effect disappears immediately! Best part of the whole process is that the discoloration does not reappear.

Another neat idea is to coat the inside of a canopy, where you will never be able to get inside. Wipe the oil all over the inside, then clean the bottom edge with alcohol where the bonding occurs. After setting, you won't find any cloudiness inside the canopy!

Photo No. 8 reveals that Bruce Lester, of 254 Glen Park Ave., Toronto, Ontario, Canada M6B 2E3, really is a first-class modeler. His "Torc" model (Model



Builder Plan No. 34781, \$6) is not only a good-looking model but flies quite well.

Bruce sez he is going to take another hard look at some of the old negatives he has and perhaps, with a little missionary work, he can produce some creditable pictures of those old Nationals competitors. He often visits Ray Hunter, the designer and manufacturer of the Hurricane motor, to reminisce about the good old days.

For those who are interested in what Ray is doing these days, he is a ham radio

Continued on page 42

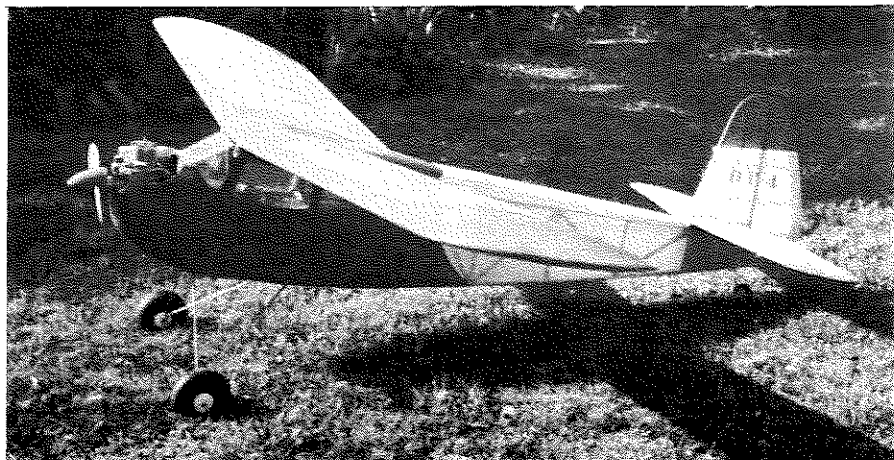
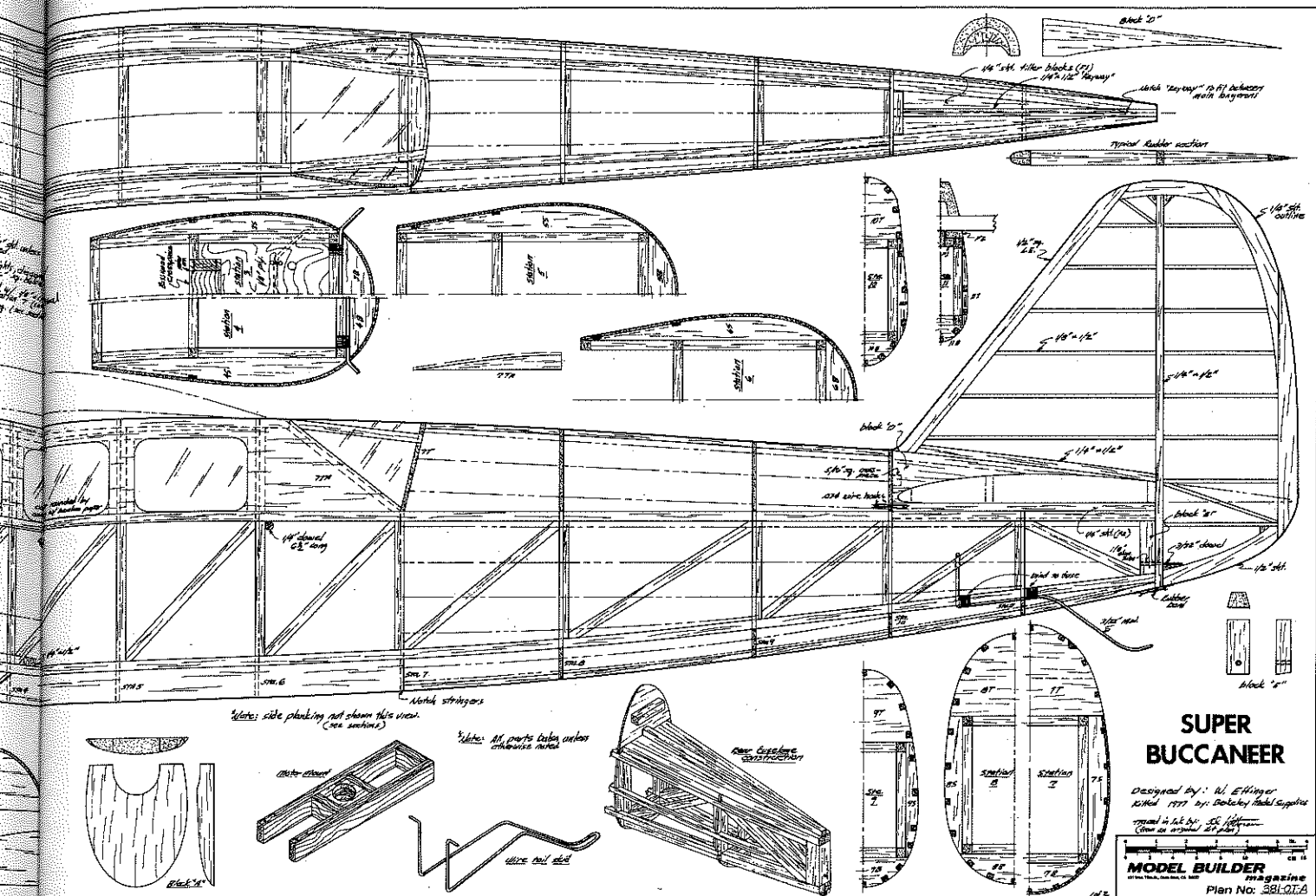


Photo No. 8. Besides writing and photographing, Bruce Lester builds, too! He turned out this neat Old Timerish looking "Torc Trainer," from MB plans (No. 34781, \$6.00).



**SUPER
BUCCANEER**

Designed by: Bill Effinger
 Kit No. 1977 by Berkeley Model Supplies
 Original kit No. 85, 1937
 (Some kit parts are not shown)

MODEL BUILDER
 magazine
 Plan No: 381-917A

FULL SIZE PLANS AVAILABLE — SEE PAGE 100

Super Buccaneer

OLD TIMER Model of the Month
 Designed by: Bill Effinger
 Drawn by: Al Patterson
 Text by: Phil Bernhardt

• Certainly one of the prettiest and most realistic-looking gas models to come out of the pre-WW-II era was Bill Effinger's "Super Buccaneer," the biggest of the seven different Buccaneer gas jobs kitted by Bill's company, the legendary Berkeley Model Supplies, during the middle and late '30s. The Super Buc was actually a redesigned, streamlined version of Effinger's highly successful original 84-inch Buccaneer. Rumor has it that another famous modeler, Ben Shereshaw, was primarily responsible for the redesign work, but we can't say for certain. If any of you readers can



Photo No. 9. Scene from the 1937 Nats at Ft. Wayne Airport, Detroit, Michigan, shows William "Berkeley Bill" Effinger fitting the wing to his brand new Super Buccaneer. Power was a Brown Jr., although the original kit plans show an O&R .60. Another of Bruce Lester's original photos.

verify this, we'd be interested in hearing from you.
 After getting involved in the O.T. movement in the late '60s, the first Super Buc this scribe can remember seeing was one built and flown by the young son of

past SCIF member Jerry Johnson, who was the U.S. distributor for Taipan engines at the time. Can't remember the young fellow's name, but I do remem-

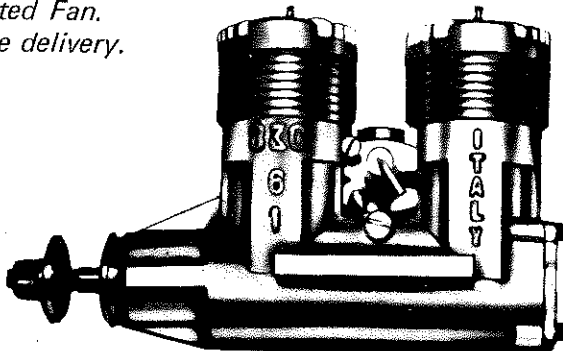
Continued on page 102

From Italy, The New B&C-61

Big power - low weight and frontal area. Fit for scale model fighter aircraft, especially Ducted Fan.
Available for immediate delivery.

Specifications:

Total displacement -
9.92cc (.61cu. in.)
Stroke - 17.50mm
Bore - 19.00mm
Weight - 510g (18 oz.)
HP - 2.10 at 24,000 rpm



The twin inline B&C-61 is a shaft-induction, Schnuerle-scavenged, lapped piston motor with a four ball-bearing crankshaft. It uses a one-piece sand-cast crankcase and the connecting rods are machined from high-duty alloy with bronze bushed big-ends. Engine is an alternate firing type with a single R/C Perry carburettor, so it has low level of vibration and easy starting. The MINI-VOX Super Silent muffler, designed for this engine, and all other parts are available. Anyone interested in acquiring or other information, may write directly to the manufacturer. Shipping to all parts of the world. Dealer inquiries are invited.

G. BERTELLA

Via Matteotti, 248-25063 - Gardone V.T. (Brescia) ITALY

used for convoy patrol duties and even as minesweepers, due to their wood construction.

The Dynamic hull builds into a big boat, measuring just over 67 inches in length and 15 inches across the beam, and is molded strong enough so that no internal bulkheads are necessary, giving the model-type captain the entire space below decks for installation of his equipment. Best part of all is that full-size plans for the above-deck details, as shown in the photo, are included with each hull. Introductory price of the hull and plans is \$165.

Accessories available for the trawler include the large ventilators molded in fiberglass, a vacuum-formed plastic skiff, brass gallows (trawler frames), stanchions, searchlights, chocks, cleats, etc., etc. Your best bet is to send \$2 for Dynamic's new 36-page catalog and manual, sent first class mail, which shows the trawler and 19 other fiberglass hulls and kits ranging in length from 26 to 86 inches, as well as all the numerous large scale accessories available for them. That

\$2 is refundable on your first order, too. Write to Dynamic Models, Drawer "C," Port Jefferson Station, NY 11776.

★ ★ ★

"Big Al" Berry, who did the review for us on the Steve Muck Prop Pitch Gauge on page 48 of this issue, sends word that his outfit, R/C B. Products, is now offering a high-performance venturi as a retrofit item for the K&B 3.5 inboard and outboard and the 7.5 inboard. The venturi features a 9.5mm bore (.374 inches) that works with or without pressure, and a special twin-hole spray bar. The body is anodized aluminum, and you even get your choice of colors ... blue, red, or black.

For price and availability info, contact Big Al at R/C B. Products, 1623 Missouri Ave., Chickasha, OK 73018.

★ ★ ★

Bill Evans R/C Aircraft is producing a new type of muffler engineered specifically for the popular K&B 3.5. This piece is unlike anything we've seen before, consisting simply of a tube, closed at both ends, with a series of narrow slots

for the exhaust exit. It's small, light, and mounts to the engine with plenty of clearance between it and the firewall. The compact size makes this muffler an excellent choice for all types of models, especially small R/C helicopters.

Retail price is \$12.95, at your dealer or direct. If ordering direct, add \$1 for shipping. Bill Evans R/C Aircraft, 20825-1/2 Roscoe Blvd., Canoga Park, CA 91306. ●

R/C World ... Continued from page 92

ing with AMA Pattern, and to use instead, the FAI Pattern rules. A novice flier in this particular proposal, was supposed to pick his own maneuvers that would total a maximum K-factor total of 250. Wow ... some novice!

Every time the rules proposals go through their cycle of three voting steps, with publication before and between, the contest board members hope to hear from their constituents, the members in their district, expressing their likes, dislikes, and opinions about the proposals ... and every time, they hear from them AFTER the proposals have been voted in ... or out. As dues-paying members, most of you receive that (ulp) other publication, which produces complete rundowns of the rules proposals, along with the way the board voted on them. Please, help your board member. Write to him. The addresses are published in M.A. just about every month. Those of you who actually compete should, in particular, express your opinions to your contest board representative. Speak now, or forever fly according to the rules you had nothing to say about! ●

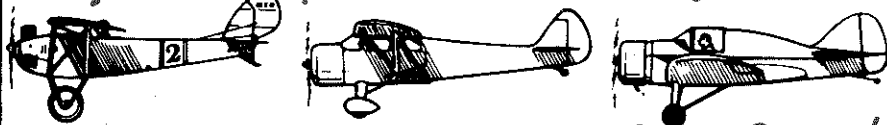
Super Buc ... Continued from page 41

ber the airplane ... a real pretty ship, covered in light blue silk and trimmed in white. Someone else had started building the fuselage, then gave it to the younger Johnson to finish up when it was found that the structure had a built-in curve that would do a banana proud. Of course, it goes without saying that the kid entered it in several Texaco events at Taft and garnered more than his share of trophies with that "crooked" airplane ... mute testimony to the airplane's forgiving, rock-stable flying qualities.

Construction of the model is fairly conventional ... there's just a lot of it. From all the planking and stringers, one would be inclined to believe that maybe Shershaw did have a hand in the redesign after all. The airfoil is evidently a zip-zip section, moderately thin and highly undercambered. Because of the thin wing, the diagonals between the top and bottom spars are an absolute must; or, as an alternate, you could substitute 1/16 sheet balsa vertical-grain shear webs. Spruce spars, maybe enlarged to 1/4-inch square, would be a good idea if building the model for R/C.

The Super Buccaneer spans 90 inches, has about 1200 square inches of wing area, is 57 inches long, and will probably weigh at least five pounds as a free flight,

YES-SIR, YES-SIR, THREE BAGS FULL!
4TH BAG AVAILABLE NOW



SAME NUMBER OF PLANS-SAME PRICE!

WALT MOONEY NOW OFFERS 4 BAGS OF PEANUT SCALE PLANS
ALL WELL TESTED DESIGNS, AT ONLY \$5.00 EACH

EACH BAG FEATURES FOURTEEN PEANUT PLANS,
ONE OTHER, PLUS PHOTOS AND INFORMATION

SEND \$1.00 FOR COMPLETE LISTING AND SAMPLE PLAN TO:

WALT MOONEY, 2912 CABRILLO MESA DR.
SAN DIEGO, CALIFORNIA 92123

more with R/C... this airplane is a flying lumberyard. Speaking of R/C, the existing tail surface spars would be perfect locations for hinging the control surfaces. For SAM R/C events, a .53 is the largest legal size glow or converted glow engine allowable. An R/C version with something like an O.S. 4-cycle up front would make a terrific sport flyer; you could shoot touch-and-goes all day long and it would never get dull...

The photo that accompanies this write-up was sent by John Pond, as part of his March column; a lucky coincidence, as we were just about to start searching for a Super Buc photo from past issues of MB. The photo shows designer Bill Effinger himself, assembling the original prototype Super Buc at the 1937 Nats in Detroit. Bruce Lester, of Ontario, Canada, who has been supplying Pond with those neat old photos that have appeared in recent issues of RCMB, also supplied this one. Thanks, Bruce, you couldn't have sent it at a more opportune time!

Best of luck to those who decide to undertake the Super Buccaneer project. We hope you enjoy it.

Workbench... Continued from page 6

obtained by sending a large stamped, addressed envelope to Joe Klause, address above.

- Nominal displacement .15 cu. in.
- Bore and stroke .575 in.
- Investment cast crankcase.
- Front intake. Rear exhaust.
- 12mm crankshaft.
- ABC sleeve and piston.
- Advanced design Schnuerle porting.
- Bronze bushing connecting rod.
- Weight approximately 6 ounces.
- Various head configurations available.
- Various R/C carburetors available.

"YOU DON'T SAY" DEPT.

In the National Association of Zimbabwe Aeromodelers Newsletter, South Africa, we read that Chris Sweatman, well-known hobby shop owner in Cape Town, S.A., won an Open Pylon race with his "Middle Stik." On the last lap his radio conked out, the model hit the ground at a shallow angle, which action, as it shot back into the air, kicked the radio back on again, enabling him to turn the far pylon and cross the finish line. The wooden prop was not even scratched!

★ ★ ★

Our wildest coincidence in 1980... In the planning stage for this issue, during early December, we made the decision to feature Bill Effinger's famous "Super Buccaneer" as the "Old Timer of the Month." As usual, our next chore was to dig up a suitable photo of a Super Buc from one of our past issues. Then, only days later, we received John Pond's material for his "Plug Sparks" column in this issue. You guessed it... from the batch of photos John sent for the column, out popped one from the fabulous collection of Canadian Bruce Lester, of Bill Effinger at the 1937 Nats with his latest model, the Super Buccaneer!

ISN'T IT ABOUT TIME YOU STOPPED BEING A HACKER?
THE UBER SKIVER WAS DESIGNED TO MEET THE PRECISION REQUIREMENTS OF PHOTOFABRICATION, MICROCIRCUITRY, GRAPHIC ARTS PRODUCTION, ETC. AND AS SUCH BECOMES THE PERFECT CUTTING TOOL FOR THE DISCRIMINATING MODELER.



- Rear Draw Bar Clutch
- Instrument Quality Materials
- Advance Collar Design
- Hex Cross Section
- Deeply Knurled Grip
- Long-Life Stainless Steel Blades

See your dealer, or order direct.
Dealer inquiries are invited.
All direct orders sent postpaid.

California residents add 6% sales tax.

über Skiver Precision Cutting Tool

Available in seven satin anodized handle colors: silver, blue, red, green, gold, black, and violet. Complete set in fitted hardwood case; includes über Skiver, together with two vials containing four No. 11, and one each of Nos. 10, 12, 15, and 20.

Individual handles (specify color)	\$5.95
Vial of 6 blades (No. 10, 11, or 15)	\$2.10
(No. 12 or 20)	\$3.30

MODEL BUILDER PRODUCTS

621 West Nineteenth St., Costa Mesa, California 92627

★ ★ ★

Among those of you who are fans of the Johnnie Carson show, we wonder how many have noticed what we feel is an amazing resemblance between music arranger and sometimes leader of the band, Tommy Newsome, and the photo of Gene Husting that heads up his R/C car column in RCM.

BILL BURKS MAXES OUT

The following letter was just received from Al Strickland, now living in Lake Havasu City, Arizona.

On Sunday, December 14, 1980, modeling lost a staunch supporter, and I lost one of my oldest and closest friends. Major William E. Burks (USAF retired) passed away.

Bill was born in Gadsden, Alabama, July 23, 1925. His childhood was spent in Montgomery, Alabama, and his young adulthood in Birmingham. During his early years he became a top-notch modeler, flying free flight and control line. Before he was out of high school, he formed a habit that continued throughout his life, winning contests.

I remember an incident that occurred in 1946, shortly after we were discharged from the old Army Air Corps. We entered the Alabama State Miniature Air Carnival, in Birmingham. Top prizes at this contest were five trips to the Nationals, held that year in Wichita, Kansas. Bill and I won trips, and he went on to win first place in Class "A" Open Free Flight at the Nats. He flew a "Zombie"

designed by Leon Shulman, powered with a Bantam that I had hopped up. After the day's flying, Leon Shulman and Ben Shersshaw (Ben made the Bantam at that time) came around to our room and took us to dinner. For the two of us, that was the high point of the Nats.

Bill continued his winning ways at model contests for the next couple of years, before he reenlisted to continue flying full scale aircraft for Uncle Sam. His military career took him all over the world, and he continued to fly models whenever possible.

After he retired from the Air Force in 1966, Bill settled his family in Dallas, Texas. There he used the skills learned in the Air Force, and opened a successful flying school. He taught corporate pilots who were flying conventional engine aircraft, to fly executive jet aircraft.

About five years ago, Bill had a series of heart attacks that ended his full scale flying. After his recovery Carolyn (Mrs. Burks) started building and flying free flight models with Bill. Needless to say, with a teacher of his caliber, Carolyn became a real competitor in a short time. The Burks became a familiar pair at free flight contests from California to Florida.

Last Sunday, (as this is being written) just after the close of a contest in Fort Worth, Bill and Carolyn were sitting under their portable shelter, taking it easy for a few minutes before packing for the trip home. A few minutes earlier