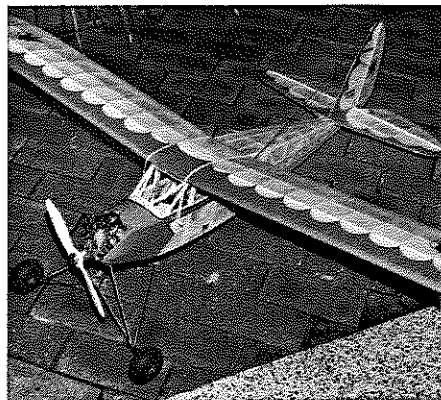
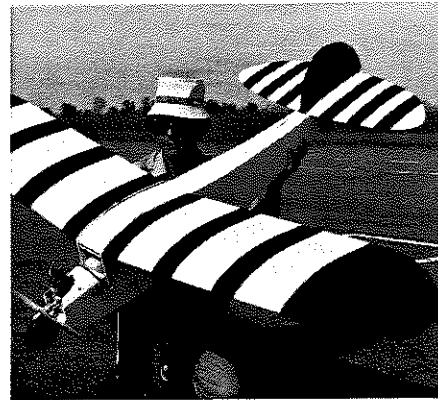




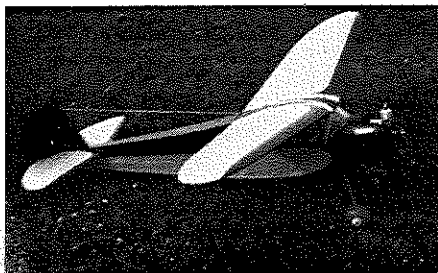
13. Under the heading: **FAMOUS LAST WORDS . . .** "Now I'll show you how a *Bombshell* should fly!" Jack Ross.



14. Australian Old Timer activity is really on the upswing. Colin Borthwick sends this shot of his *Quaker Flash*.



15. John Kenney, Greenwood, Miss., poses with his O.S. .60 four-cycle powered *Powerhouse*. Sure has a nice flying area!



16. Harry Albright's "go and return" *Scientific Mercury*. See text for whole story.

disappointed as winds of 15 mph were the standard of the day . . . along with, you guessed it, RAIN!"

It wasn't until two o'clock that the first flights got off on Sunday. The *Concourse d'Elegance* (Beauty Event to you) was conducted by viewing the models in the canopies of the pickups parked in the immediate area.

Culling the results very quickly, we have the following:

ANTIQUÉ

1. Clarence Bull (*Quaker Flash*)
2. E. Evenson (*Clipper Mk I*)

CLASS C PYLON

1. Bob Schafer (*Albatross*)
2. Ray Chalker (*Playboy*)

CLASS AB PYLON

1. Tom Alden (*Winged Yankee*)
2. Rod Russell (*Ranger*)

IGNITION CABIN

1. E. Evenson (*Bombshell*)
2. Ed Lamb (*Spook 72*)

TIME TARGET

1. Dick Williamson (*Miss America*)
2. Don Nordlund (*Powerhouse*)

NOSTALGIA

1. Ross Thompson (*Spacer*)
2. Bill McDow (*Zeek*)
3. Bill Giffen (*Frisco Kid*)

.020 REPLICA

1. Bill Giffen (*Foo-2-U-2*)

BROWN T.T.

1. Bob Schafer (*Red Zephyr*)
2. Clarence Bull (*Quaker Flash*)

RUBBER

1. D. Williamson
2. Tom Alden

GLow COMBO

1. D. Williamson (*Stratostreak*)
2. Bill McDow (*Zipper A*)

Also of note is that the R/C events suffered rather heavily from the weather as only two entered the 1/2A Texaco Event and only one official posted in the O/T R/C event. Some days it doesn't pay to sandbag!

NOSTALGIA

Received several photos from Harry Murphy who is sparkplugging (*Now there's a new word! wrf*) the Nostalgia event in the midwest. Among the snapshots was Photo No. 8, showing Jim Walston of Smyrna, Georgia seen at the CIA fall meet. (That's quite a haul to Indiana.)

The Nostalgia event as conceived by Ralph Prey of the San Valeers has been picked up by the Central Indiana Aeromodellers (CIA). Harry Murphy, editor of the CIA "Informer", has volunteered to work in close association with Ralph to plug up some of the loopholes now in

the present rules.

On this end of things, this columnist has spent about three weeks compiling a list of all model designs he could find from his very extensive library of *Model Airplane News*, *Air Trails*, *Flying Models*, *Aviation Age*, *Aeromodeller*, *Model Aircraft* and a host of other magazines. This has now been completed and the preliminary sent to "Murf" and Ralph to look over. This should serve as the "Bible" for Nostalgia designs.

Getting back to the shot of Jim Walston, the model is a rare Nostalgia design

Continued on page 82

OLD TIMER Model of the Month

CLOUD CRUISER

Designed by: Harry Edward Moyer
 Drawn by: Al Novotnik
 Text by: Bill Northrop



• The *Cloud Cruiser* is a pretty parasol gas model that could easily pass for a semi-scale replica of a homebuilt. It was featured in the July 1937 issue of *Model Airplane News*, and it was designed by Harry Edward Moyer. The scale-like arrangement of the tail surfaces makes it a natural for three-channel radio control.

The model has one drawback; construction is a mixture of modern and old-time techniques that, if followed explicitly, would make it somewhat difficult to build. In accordance with our usual practice, we have not taken it upon ourselves to modify the plans to show how we might simplify construction. Better to show you the way it was and allow you to make your own changes. However, a few suggestions. . .

FUSELAGE

Make a series of partial saw cuts on the top side of the bottom longerons, between stations A and B to facilitate making the sharp bend. Fill the cuts with CA (cyanoacrylate glue) while it's pinned down to build a side.

Install well-gussetted brass tubing in the lower fuselage to plug in the landing

gear wires. Forget shock travel.

Substitute 1/4-inch ply for bulkhead "A" if you plan to use a modern engine mount instead of the beam arrangement.

Lots of luck with the compound curves in the outside top and bottom fuselage sheeting between stations "A" and "B"! More than likely the profile lines will be straight but this should not detract from the appearance.

TAIL SURFACES

We're happy with the aluminum tubing outline used on our quarter-scale Aeronca C-3 project, but if you prefer, laminated basswood strips or reed will do this job nicely.

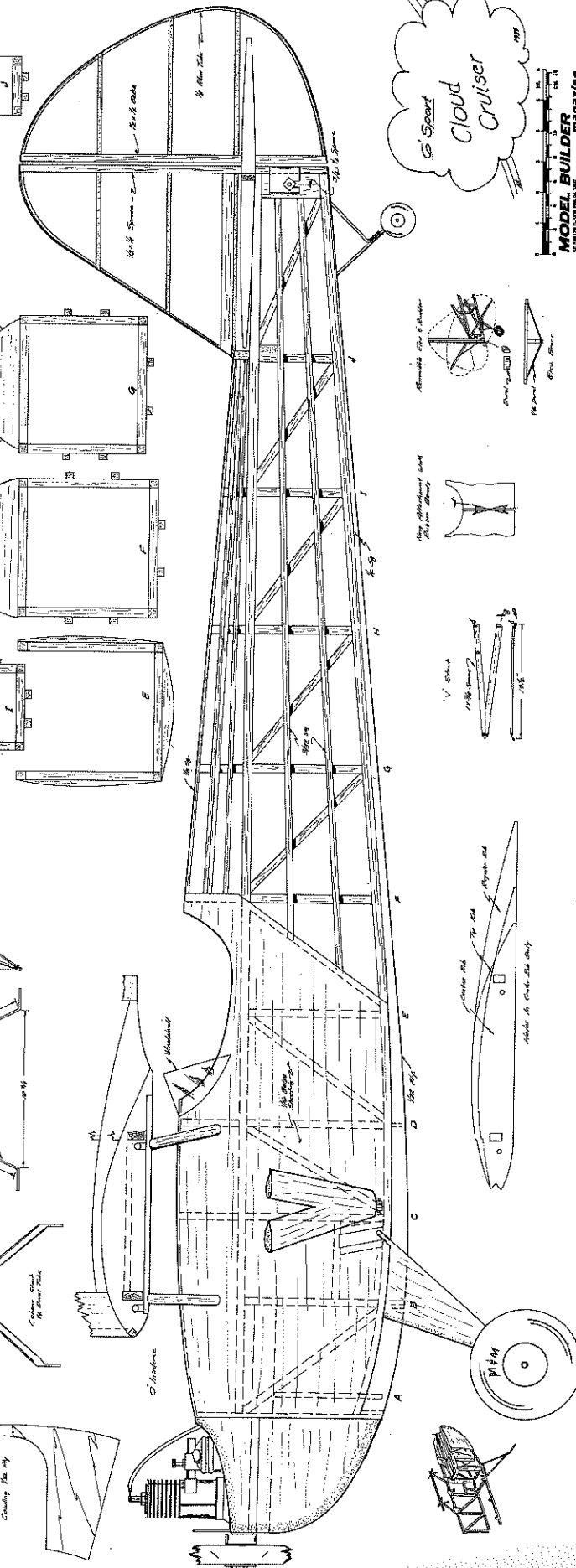
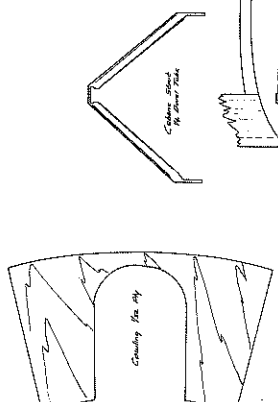
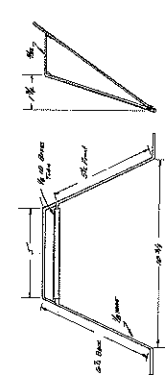
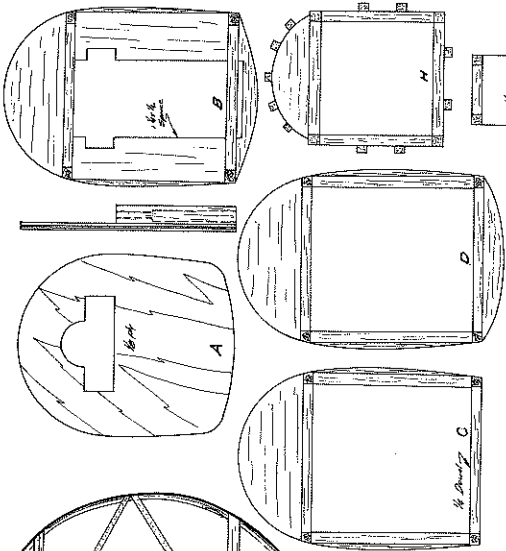
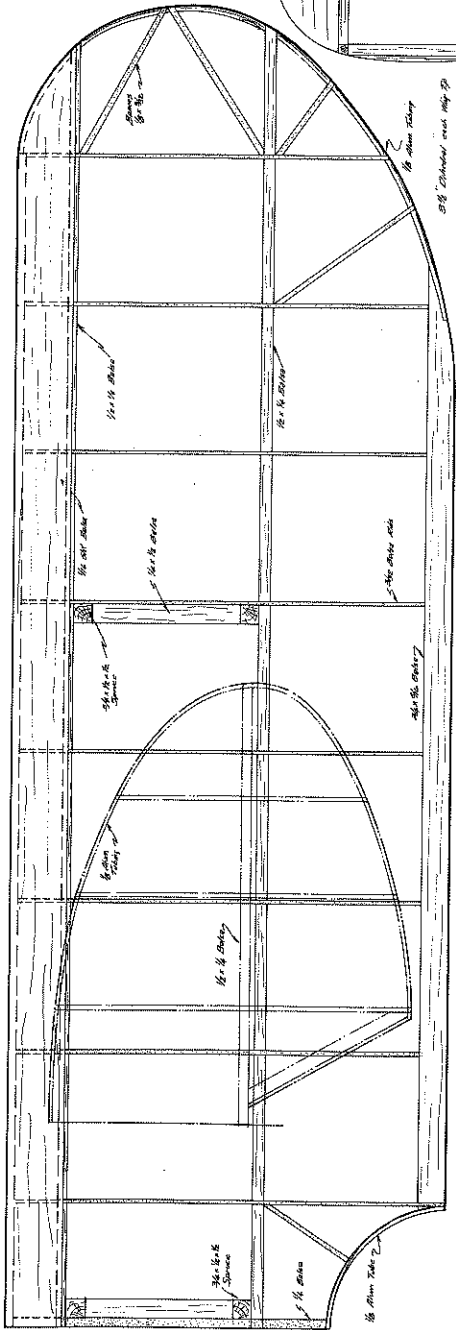
Just use two 1/4 x 1/2 spars for the horizontal tail surface, instead of one, and as with the fin and rudder, make the stab spar of spruce and the elevator spars of balsa. Insert 1/8 ply gussets to provide mounting area for the control horns.

Use a stock R/C steerable tail wheel bracket for positive ground handling during taxi.

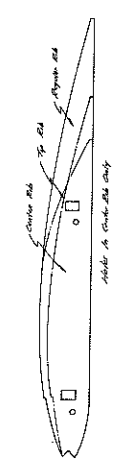
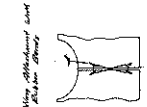
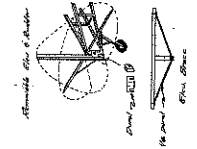
WING(S)

The (s) is to imply that a one-piece wing may prove more practical, unless

Continued on page 100



S' Sport Cloud Cruiser



MODEL BUILDER Magazine
 Plan No. 384-9T

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airplane. It is an antique flying machine. I will close with a bit of philosophy. If you want high performance and effortless flying, neither this airplane nor any other early antique airplane scale model is what you want. The charm of these ancient flying machines is in their whimsical appearance, the challenges they offer in both building and flying, and the wonderful fact that they flew originally at all, and will fly as RC models. Have some challenging and educational fun. Get out of the rut and get your feet wet.

Dear Jake Continued from page 6
 row boat.

Reverse Cuban 8 — Same group intercepted and sent back by US Coast Guard.

Incidence — One half of a coincidence.

Camber — Airfoil curvature.

Undercamber — Airfoil curvature in Australia.

Dihedral — Two 'hedrals.

Loop — Circular maneuver in a vertical plane.

Square Loop — Same maneuver performed by a nerd.

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Scale fidelity — Accuracy of the weighing device in your bathroom.
 Overnight charging — Putting a motel room on your Master Card.
 Dethermalize — Take off long Johns.
 Bellcrank — Used to start helicopters prior to the 1930's.
 Butt joint — One kind of Siamese twin.
 Pylon — Penalty in football.

Cloud Cruiser . . . Continued from page 30

your model transport can't handle a six-foot wing.

Top and bottom 1/4-square spans with 1/16 webbing would greatly improve wing strength without adding much weight.

FLYING

Balance is mentioned . . . move the battery box back and forth to balance . . . but nothing is specified. With symmetrical tail surfaces, one-third of the wing chord back from the leading edge, is a good place to start . . . and remain.

Dihedral is specified at 3-1/2 inches per panel with a Baby Cyclone, and 4-1/2 inches for a Brown. With R/C, three inches per panel should do fine. If you're going to mess it up with ailerons (like strip-style a la Health Parasol) drop the dihedral to a cosmetic one inch, but don't tell me about it!

Anyone know the whereabouts of Harry Moyer? •

Workbench Continued from page 6

Frank Macey, Oregon City, Oregon
BIG MODELS, BIG WIRES

This is really Eloy's department, but we wanted to make doubly sure that you absorb his words on this subject, as brought to our attention by Ralph Warner, of Radio Controlled Models, Inc., Chicago Illinois. Of course, we're referring to the *Electronics Corner* Column by Eloy Marez.

There, Ralph, two mentions in the same issue!

CAMOUFLAGE CONT.

Here are four more authentic World War II scale color formulas for use with Pettit "Hobbypoxy" epoxy paints. These are camouflage colors used on German Luftwaffe day fighters in operation from 1940 to 1945.

For the period 1940 to 1944, Messerschmitt Bf109-F and -G models, and Focke Wulf FW190-A models, had a factory-applied "splinter" camouflage pattern on upper surfaces using 74 GRAY GREEN and 75 GRAY VIOLET, with undersurfaces and sides of fuselage painted 76 LIGHT BLUE. On Bf109s the fuselage mottle pattern was done in 02 RLM GRAY, 70 BLACK GREEN, and 74 GRAY GREEN, while on FW190s, the mottle was a combination of 02 RLM GRAY and 74 GRAY GREEN. (Formulas for 02 RLM GRAY and 70 BLACK GREEN were published earlier.)

In 1944-1945, factory finishes switched to a "defensive" camouflage scheme of 82 DARK GREEN and 75 GRAY VIOLET, with 76 LIGHT BLUE on undersurfaces and fuselage sides. Bf109-G and -K models, and FW190-D models, were finished in this scheme. Mottle on Bf109s was still 02/70/74, while FW109-D mottle was changed to 82 DARK GREEN and/or 75 GRAY VIOLET.

It must be noted that field-applied modifications were made to suit local conditions. We are presenting only factory standard colors. Here are the formulas:

GRAY GREEN 74: Six Parts H81 Black, Two Parts H70 Gray, One Part H33 Stinson Green, and One Part H47 Bright Yellow.

GRAY VIOLET 75: Two Parts H81 Black One Part H70 Gray, One Part H65 Bright Red, and One Part H10 White.

LIGHT BLUE 76: To a Half Pint of H10 White add: Three Teaspoons H70 Gray, Two Teaspoons H26 Light Blue, Two Teaspoons H81 Black, and Two Teaspoons H33 Stinson Green.

DARK GREEN 82: Four Parts H81 Black, Four Parts H33 Stinson Green, Three Parts H65 Bright Red, and Two Parts H49 Cub Yellow.

Be sure to mix the above formulas 1:1 with H05 Flat Hardener for an authentic matte finish.

The reference used for these colors is *The Official Monogram Painting Guide To German Aircraft 1935-1945*, published by Monogram Aviation Publications, 625 Edgebrook Drive, Boylston, MA 01505.

FUBAR

A recent letter from Ernie Currington, Kirkland, Quebec, Canada did indeed log our memory. Seeing the FU-BAR Mystery Model in Bob Stalick's December '83 *Free Flight* column (we already have our winner), Ernie commented that he had never actually seen any definition of FU-BAR in any of the model mags. He then summed up a few famous initials which, I'm pretty certain, were originated during World War II. If I'm wrong, please be specific about any alternate origin in your letters.

SNAFU: Situation Normal All Fouled Up.

TARFU: Things Are Really Fouled Up.

FUBAR: Fouled Up Beyond All Recognition.

We also appreciate Ernie's "letters to home" definitions of these military status reports. •