

13. Bert Pond at the German Museum, under a Maxwell Bassett Miss Philadelphia IV replica.



14. A section on modeling history is featured at the Deutsches Museum, Curator Matthaues Weidner, Bert Pond, and wife at entrance to exhibit.



12. George Aldrich, famed control line flier, prefers his New Ruler . . . calls it the best model ever!



15. The English SAM 35 sparkplug, Dave Baker, with two twin pushers in honor of the visiting SCIF and SCAMPS chapters at Old Warden.

April issue of *Air Trails*.

Nominally rated a .569 cu. inches with a bore of .945 in. and a stroke of 13/16 inch, the Model A engine featured a hardened steel piston honed to a steel alloy cylinder. Using an aluminum alloy crankcase, the crankshaft bearing was a 1-3/8 inch long, self-oiling bronze bushing. Quite a bit of steel machined parts in the engine consisted of crankshaft, connecting rod (actually steel tubing), cam, prop, and drive washers. Weight checked out as advertised: eleven ounces.

With advertising costs mounting up and sales at a very low level, it was inevitable the engine would fail, not so much from poor performance, but rather from poor exposure to the modeler. Thus passed another post-war engine.

WESTERN NEW YORK CHAMPS

Received a most enthusiastic letter from Jack Brown, 1446 Red Jacket Road, Grand Island, NY 14072 about the Niagara Frontier Chapter SAM 48 Third Western New York SAM Champs held on August 17 and 18 at Grand Island, New York.

This meet features both R/C and F/F with six events from each category. One of the interesting highlights of this meet is the breakfast being served on the field; pancakes, sausage, juice, and coffee. Almost worth going to the meet for just the food. To top that off on Saturday night SAM 48 put on a steak roast with fresh corn, potatoes, tomatoes, and dessert.

SAM 48, ever eager to increase the fun,

also offered a hot air balloon contest on Saturday night. SAM 48 was to provide everything including the bottle of spirits to the winner. Can't beat that!

Jack reports the weather was just fantastic on Saturday with a temperature of 78 degrees and a wind of 2 mph. By eleven o'clock, thermals were thicker than fleas

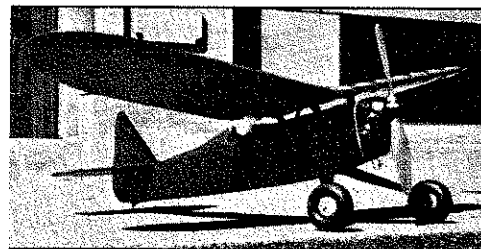
on a hound dog. As Jack said, it was an awesome sight to see a sky full of models both free flight and radio control. On the free flight side of things, thermals were so good, two hand launched gliders, one rubber scale and one 020 Replica, were

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OLD TIMER OF THE MONTH

Midget "CAVU"

Designed by: Ken Willard
Text by: Bill Northrop



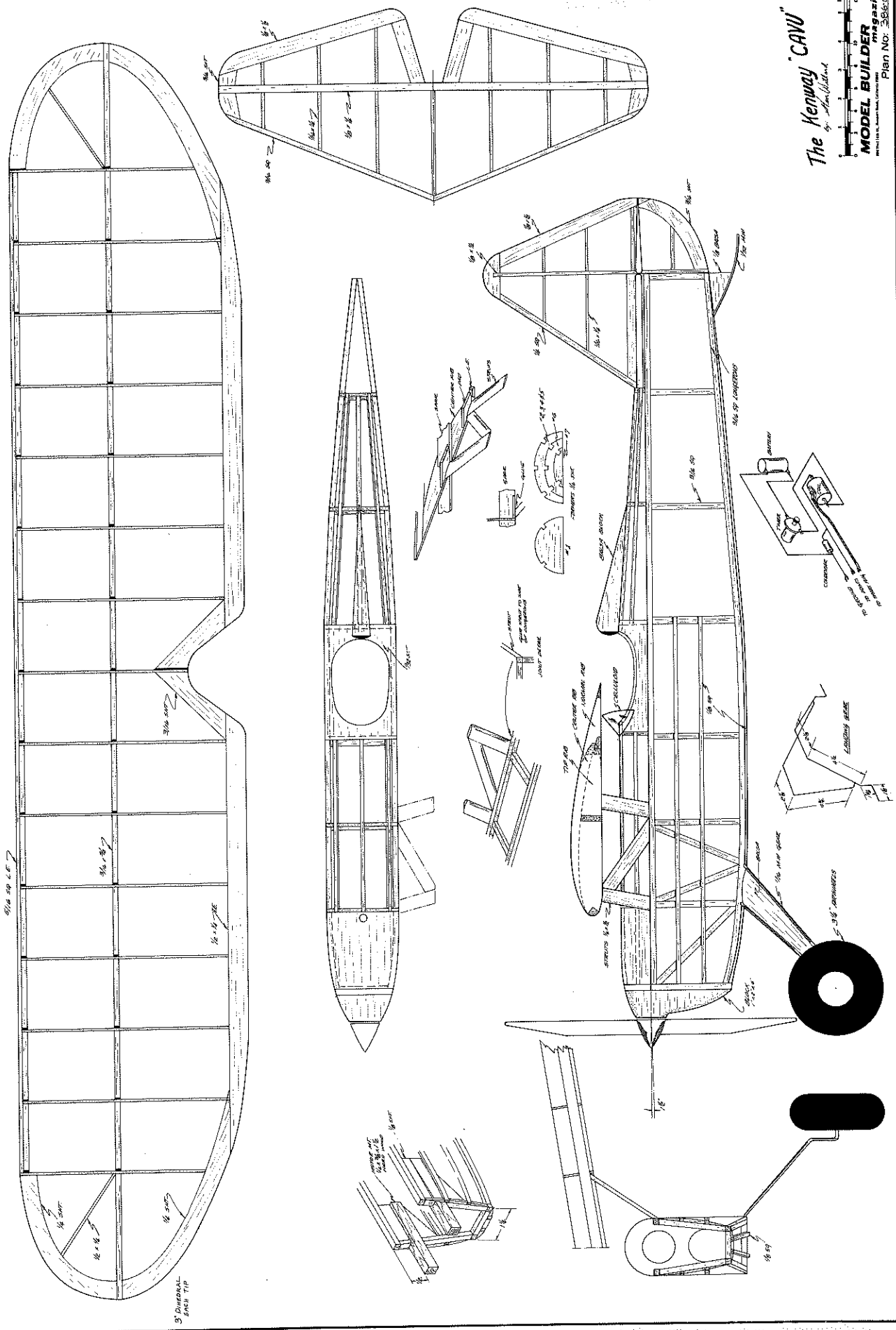
This cute little 44-inch span parasol may never wipe out the competition in a thermal soaring event, but it couldn't be any more suitable for plain and simple sport flying. In its original free flight configuration, it can provide hours of consistent, realistic small field short hops. Converted to R/C, for which it's a natural, it would be a perfect little one-piece aircraft for sport flying with three channels. An .09 to .15 engine should move it around in grand style.

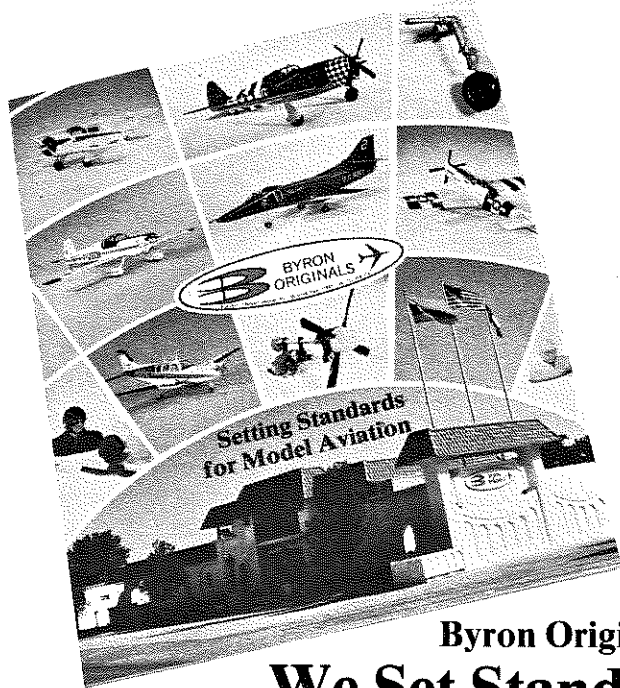
The designer of "CAVU" should need no introduction to modern day modelers, and if he does it's because a few of you

may not realize that some catalogs also contain feature articles! And as Ken Willard stated in his original "CAVU" story in the April 1938 issue of M.A.N., the name is based on the standard aviation abbreviation "Ceiling and Visibility Unlimited," a weather condition appreciated by all aviators and model aircrafters!

Construction of CAVU is so basic as to need no clarifying to anyone who can scratchbuild. A few suggestions: to allow for an occasional ground loop or similar mismaneuver, it might be advantageous to

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the rule book.

Although not necessary, I like to include my "Craftsmanship page" in my presentation as one of the six allowable pages. I generally give a brief (one paragraph) description of the subject aircraft, a brief description of the model (again one to two short paragraphs), and a listing of comparable measurements of the model and the subject aircraft (wing span, length, power, etc.), including the cruise speed of the prototype. On the same page I provide my "declaration," or list of components I didn't build myself, and I sign the bottom of the page.

That pretty much covers what we should have in our presentations to allow our models to be judged in the categories of Accuracy of Outline, Craftsmanship, and Finish, Color and Markings. The basic presentation, as described above, should include a three-view ("noted" as necessary to reflect differences from the subject aircraft), proof of color and markings (color photos or color drawings usually most acceptable), photos (including at least one, if not all of the subject aircraft), and a craftsmanship page, including a declaration of components.

Now . . . how should we put these parts all together? That's the subject of next month's column. See you then!

PATCHES/REPAIRS—As a result of my October '85 column in which I gave a few tips on filling dings and dents, I received a note from one of my Canadian friends and a former member of the Canadian Scale Team, Ray Gareau of Laval, Quebec.

Ray writes:

"Your latest article in Model Builder regarding repairing patches in wood . . . you have the right idea. About the bevel, I must point out this. The bevel should be at least four times the thickness of the material being repaired. In other words, if the surface covering is 1/16" thick, the face of the bevel should be 1/2" wide. With this repair, the strength of the patch will be stronger than the area before the repair.

This is from the "riggers" handbook for airplanes of the 30s, when most of the leading edges of wings were covered with 3/32" or 1/8" ply. When the surface to be repaired was large, we had to glue strips of the same material, about 1" wide, under the edge of the cut so that the patch rested half on the glued strips.

Another tip enclosed is the right knot for rib stitching. This single and stringing knot was the most common but there is another called the double stringing knot. By holding the first pass with the finger tip, the second was the locking knot, this moving from left to right."

Thanks for the information, Ray. The diagram of the knot may give many of the readers out there an idea of how the "real thing" is put together.

That's about it for another month. Next month we'll look at the '85 Scale Masters in Phoenix and continue our discussion on making scale presentations.

Cliff Tacie, 49404 Michelle Ann Dr., Mt. Clemens, Michigan 48045.

Keep It Scale and Simple! •

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mount skids on top of the cabane struts, permitting the wing to be attached with rubber bands. Instead of wrapping the landing gear to the bottom crosspieces and then trying to cover around the struts, run brass tubes through the fuselage, held in place with ply gussets, and plug in the strut halves after the covering is applied. Hot Stuff will keep the struts in place. The 3/4-inch wheels may seem oversize, but they add to the character of the model and help absorb shocks of those many touch-and-goes you'll want to shoot if you add R/C.

Believe it or not, Ken actually specified the balance point, this being in an age when such a thing was seldom mentioned in construction articles. It's at Station 3, where the diagonal cabane strut meets the fuselage.

Ramblin' Continued from page 47

model builders are honest and among the most reliable people in the world. Then introductions took place . . . my engine lender was Arne Hende of Stockholm, Sweden. Arne is a muchly respected model engine master a MECA (Model Engine Collector Association) member, and he's widely known in the USA among engine collectors for bringing to Toledo for sale/swap rare European model engines.

The United States has always been in