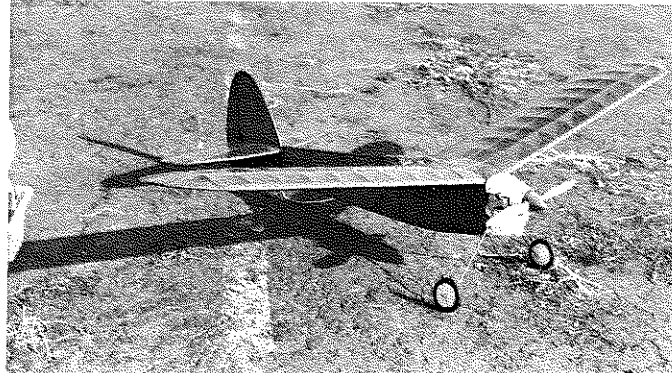


13. An American Tractor, a Frank Zaic design, by Arne Anderson at the 1986 Swedish Nationals.



14. Famous airfoil constructor, Sidgrid Isaacson back in the O/T game with his equally famous Sunnavind. Photo: Linden.



16. Nicely built Dick Schumacher Ethy by Ken Kullman, SAM 51.

mounted an Austin Timer on the fuselage side. I guess you would say this Old Yankee wears both suspenders and a belt. You can't be too careful.

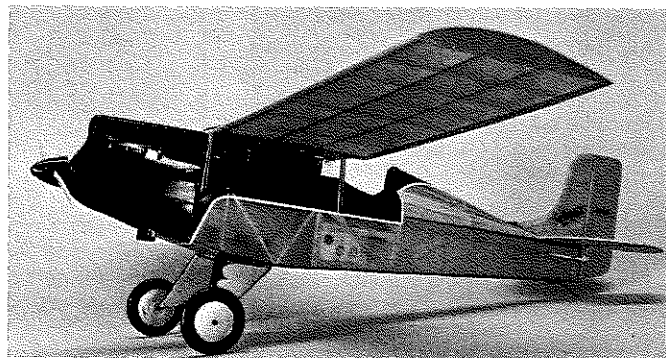
"The last photo of a big Curtiss Jenny (not used) was one that Carl Laffert and I built. I believe it was scaled up on butcher paper (standard drafting paper in those days) from a twenty-five cent kit. We started out with an Atwood Champ for power, but realized we had been flying too much control line and would have to reduce the power for free flight. With a Forster 29 for power, it flew great. I remember I built the wings, and Carl the fuselage and tail surfaces. I drew my portion (wings) leaving Carl to complete the drawings for the balance of the model.

"You might say the model was built by a committee, but unlike a government project handled by a committee, this model worked. The last I heard of Carl Laffert, he had moved to Fort Walton Beach, Florida, and was into R/C boats.

"I thought you might like to share a few memories with me. I am retired on a fixed income and have been priced out of the powered models field. But, I do build and fly rubber-powered models, both scale and sport. I think the rubber models are my first love anyway.

"I fully agree, as an old timer, that SAM competition is going the way of all competition with only a few model types competitive. Maybe the competition is the wrong type. I think the Antique full-size guys have the right idea. They judge the aircraft on looks and call it a fly-in. Get lotsa types that way.

"Models should have some sort of minimum flying requirements. I know that Carl



17. The latest in O/T R/C sport flying, a Corben Super Ace by Pharis Models of Folsom, California.



15. Latest convert to O/T R/C: Doug Galbreath of FAI F/F gas fame.

Goldberg was great and his Zipper unbeatable. Little did I know when I saw Carl flying the Zipper in Lowell way back then that it was the beginning of the end of variety in free flight. I know, because all of our club members went home and bought Zippers."

20TH ANNUAL SCIF TEXACO

Time really gets by! Would you believe this is the 20th Annual Texaco Contest staged annually by the Southern California Ignition Flyers (SCIFs, SAM 3)! As Contest Director Bruce Chandler points out, after so

Continued on page 106

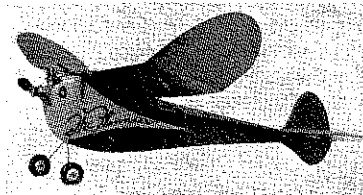
OLD TIMER of the Month

The Flounder

Design by: Pinky Fruchtmann

Text by: Bill Northrop

• Though the August '41 vintage M.A.N. article doesn't mention it, the designer of this month's OT must have been a member of the Brooklyn Skyscrapers, as it incorporates many features of designs from members of the club. The "Flounder" and its designer, "Pinky" Fruchtmann, scored many wins in Class A Gas during the 1940 contest season, including a second in the Senior Division at the Chicago Nationals. Using the Bantam 19 for power, it has a 40-inch span, 285 sq. in. area, and the original weighed in at 18 ounces.

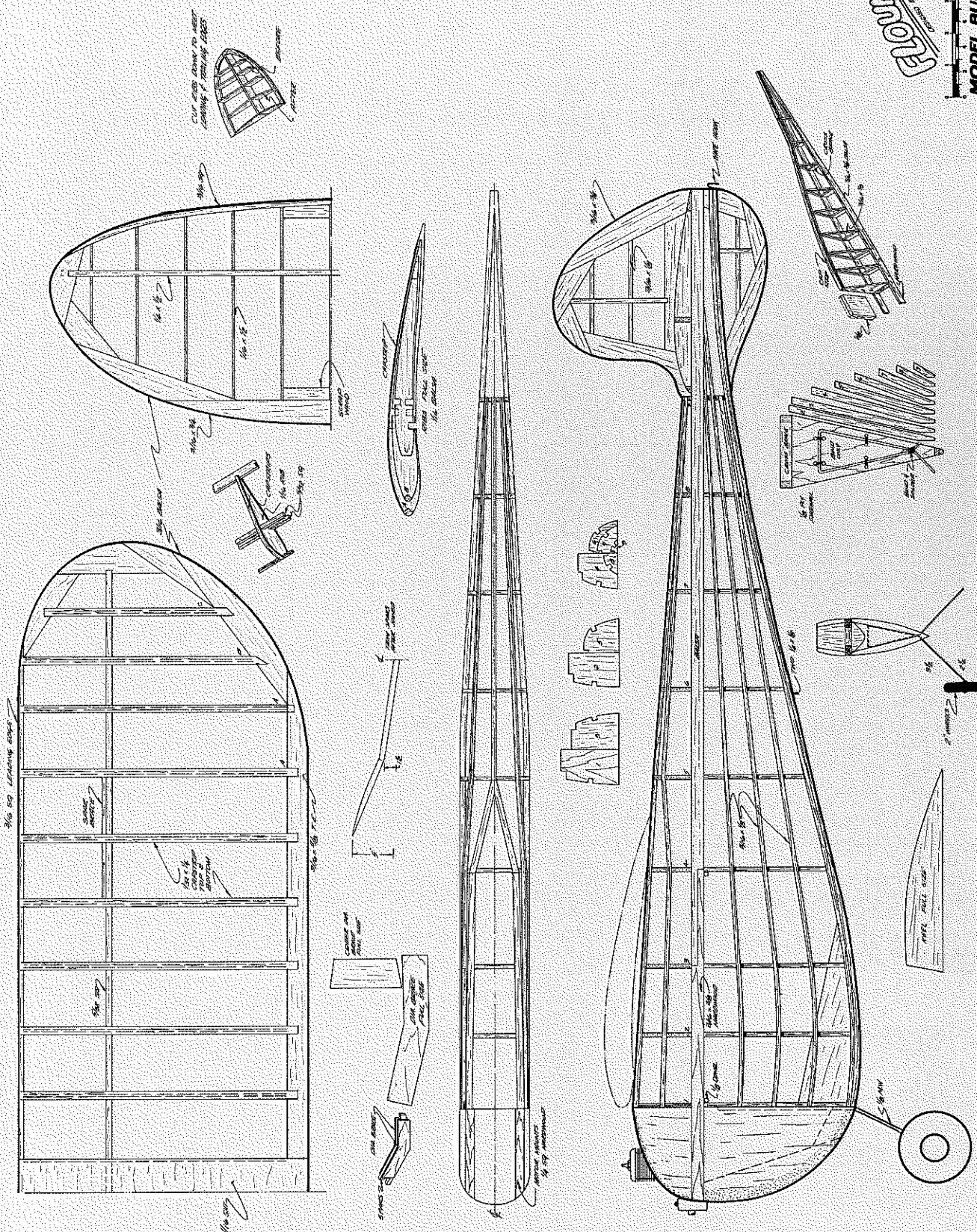


The construction should present no problems to a moderately experienced scratch builder. Fuselage is based on a 3/16 by 3/16-inch hardwood and balsa crutch, building the v-bottom structure upside-down, while the crutch is pinned to the board. Stabilizer-ribs are 1/16 by 1/2 strips sanded to a flat-bottom airfoil shape after the stab framework is lifted from the board.

The center wing dihedral brace is a bit worrisome. We'd strongly recommend running it about four inches out

Continued on page 115

BLONDER



violent pitch, one way or the other. This violent or 'twitchy' response to elevator is actually an aspect of aircraft stability. The less stable an aircraft is, naturally enough, the less control movement is required to achieve a given effect. Conversely, if the C.G. is far forward, perhaps even ahead of the wing leading edge, elevator control becomes so placid that it may not be enough, and that is nearly as bad as the oversensitive condition. Somewhere between the extremes of C.G. position, is one which gives sufficient control without 'twitchiness.' Some pilots with very delicate fingers and a high degree of skill, like a slightly twitchy model. They say they can read thermals better with it and maybe turn tighter. Most people get on better with a more placid control, which means the C.G. should be forward. In terms of drag the difference is tiny.

The F3B speed task is something else again, and here Dave Thornburg's remarks are really misleading. For the sake of a few percent's saving of drag (at the most), he is recommending flying the speed task with a C.G. position far aft, so producing a very twitchy model. Observation of F3B contests, including the World Championships, demonstrate clearly that the winning pilots always fly the speed task with utmost smoothness of control and in order to do this they have the C.G. forward. Far more drag is caused by flying an oscillating track through the course, than by a few percentage points caused by the tail tip vortices.

All for now, Bill Forrey, 5815 E. La Palma, #281, Anaheim Hills, California 92807. •

Old Timer. . . Continued from page 38

from the center, tapering the last two inches to a point in order to avoid an abrupt load change on the spar.

Again we must apologize for the lack of balance point information when trimming. Instructions go like this: "Due to the fact that the CG (well, at least it's mentioned!) is relatively high, a slight amount of downthrust in the motor must be used. . . The only adjustment the Flounder needs is. . . about three degrees of left (yes, left) thrust and about 1/16 to 1/8-inch of right rudder." That pretty much explains the power-glide pattern. Looks like it should be a very competitive OT F/F. •

Workbench. . . Continued from page 7

form.

SOMETHING DIFFERENT

Attention model aircraft builders, painters, sculptors, creators of aircraft-related objects (jewelry, wearables, accessories): The Helen Voehl Gallery is presenting a juried show April 2 through May 15, 1987. All work entered must be for sale! For further information, contact Helen Voehl at 171 N. Washington, P. O. Box 2853, Wickenburg, Arizona 85358, phone (602) 684-5088, or Dave Lane at Lane's Hobbies & Crafts, 687 Whipple Street, P. O. Box 2153, Wickenburg, Arizona 85358, phone (602)684-7071.

LEAD PHOTO STORY

It is with a bit of trepidation that we publish two photos of a rather interesting, almost completed, semi-scale biplane flying boat. About two years ago we published a photo of a Supermarine "Walrus" . . . which is also a biplane flying boat. . . with a promise to present a construction article in the near future. Unfortunately, that "near future" has yet to appear, and we've been catching merry H-- from interested modelers!

Stan Jonutis, a USAF Captain, sent us these photos of his "Frigate," a combination of two other Supermarine flying boats, the "Stanracer" and "Scapa," dating back to the early 30s. Temporarily set aside while he's on a short (hopefully) tour of duty overseas, the Frigate has a top wing span of eight feet, weighs nine pounds, and is powered by two Enya 46 four-strokers turning Australian Bolly four-blade 11 x 7 fiberglass props. Stan has indicated that he is determined to finish the model, and article, for *Model Builder* after he returns to the US in May '87.

Incidentally, the photos were taken at Brimfield, Massachusetts, and the young lady is Azucena Pilapil, a niece of Cory Aquino!

INVERTED MILESTONE

We can close the book on our stories and reports on that famed upside-down stunt pilot of the Golden Era of aviation, Mike Murphy. Fred Kom Losy, editor of one of our favorite newsletters, "Tale Spins," for the Palm Beach (Florida) Aeronauts reports that Mike Murphy remained active in aviation and used to show up regularly at the "Gathering of Eagles" banquet for pioneer pilots at the annual Sun 'N Fun EAA Fly-In at Lakeland, Florida, until a year ago or so when he passed away.

Hope you were headed in the right direction when you left us, Mike!

Fred goes on to say that he's been enjoying free flight, HLG, sport, CO₂, P-30, scale, etc. lately. . . it seems to be a growing progression. Seems also to be more fun, so it can't be regression (they say you're not supposed to look back, but often times, that's the best view!).

We like Fred's closing comment. "Anyway, *Model Builder* remains top notch for us enlightened and progressive modelers! Keep up the good work."

Thanks for those words of encouragement, Fred, and a great New Year to you too!

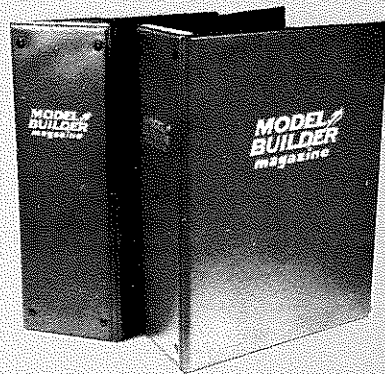
VOYAGER. . . ONCE AGAIN

With so much news coverage, unquestionably well deserved, of the Voyager's around-the-world flight, any further comment by the time this appears comes well after the fact. However, we can't help stating once more how satisfying it is to see such a notable feat being accomplished by private enterprise.

It has been almost 60 years since Charles Lindbergh made his historic flight across the Atlantic Ocean, and aviation has taken tremendous strides in that relatively short span of time. So many new frontiers of air and space have been opened that it seems almost impossible for anything historic to happen that hasn't already taken place through astronomical expenditures by lead-

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ing governments. Yet Macready made it possible for man to fly under his own power a few years ago, and now a plane has been flown without stopping or refueling completely around the largest diameter of Earth.

Does this close the door on aviation frontiers? Dick Rutan has implied that this was the last item on the frontier agenda. He may be right. Anything else that is done may be no more history-making than sitting on top of a flagpole for two days longer than the last idiot that did it.

Anyway, this writer stood out on the sidewalk of Wilmington, Delaware, in the summer of 1927 and, with thousands of others, watched Lindy fly over in "The Spirit of St. Louis." Being here for the Voyager's flight too, is something we really appreciate. . . in many ways! •