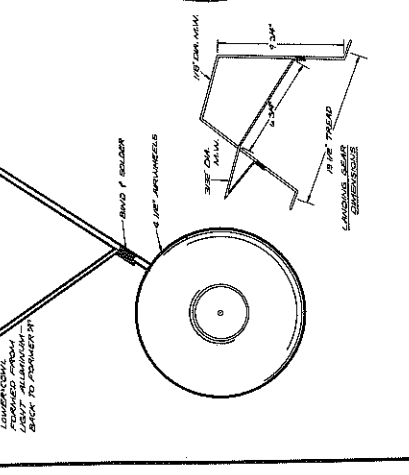
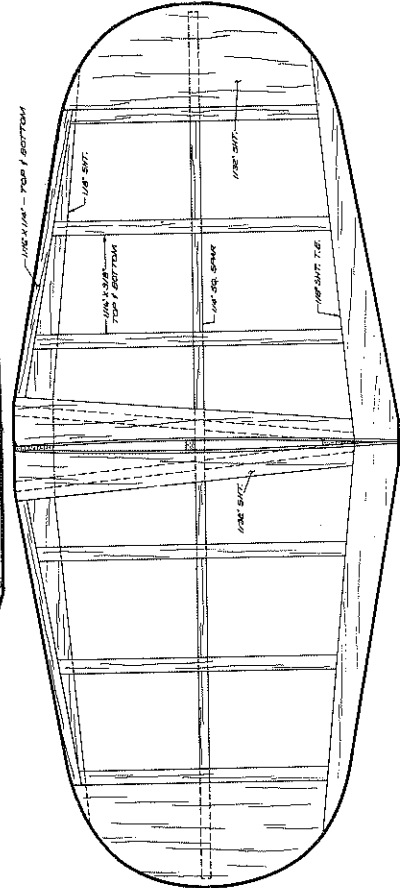
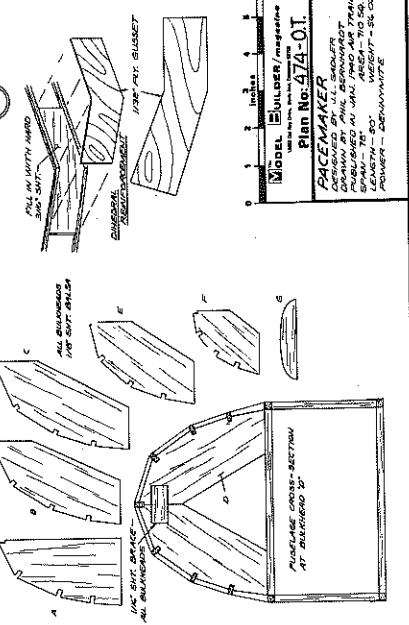
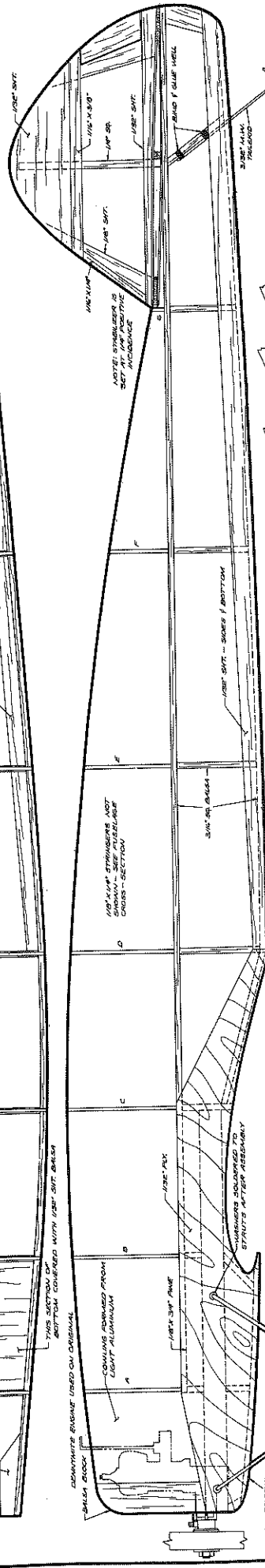
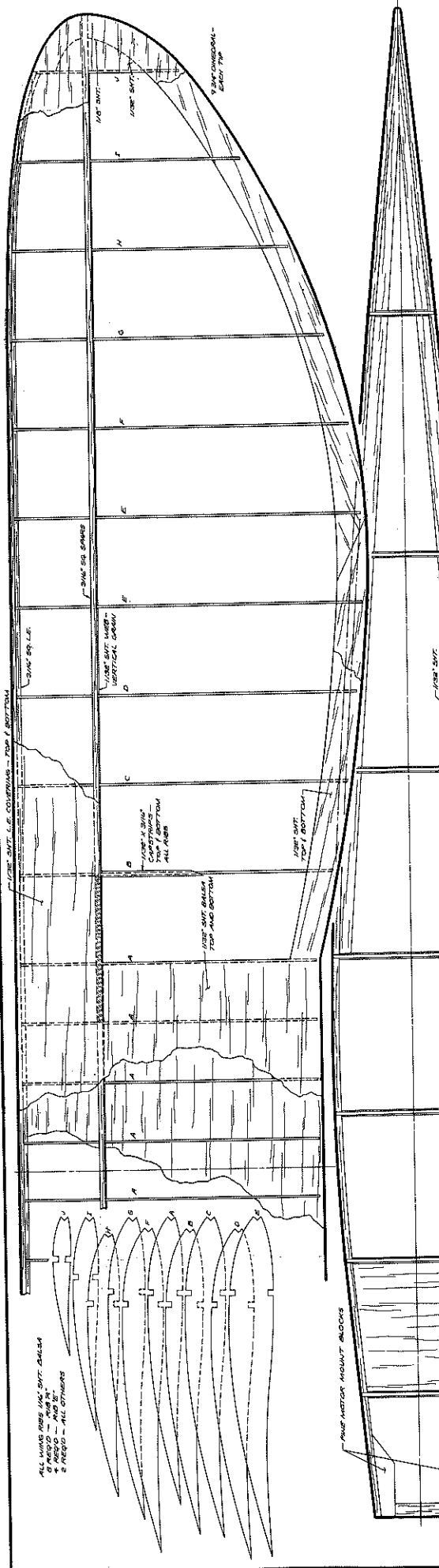


Model: **FACE MAKER**
Scale: **1/4" = 1'-0"**
Plan No: **A74-01**

CONSTRUCTED BY: V.L. SHOUER
DESIGNED BY: V.L. SHOUER
DRAWING AREA: 100% AREA TO SCALE
DATE: 10-25-58
POWER: 500WATT-100 GEL.



ALL WING RIBS 1/2\"/>

A RIBS - 1/2\"/>

B RIBS - 1/2\"/>

C RIBS - 1/2\"/>

D RIBS - 1/2\"/>

E RIBS - 1/2\"/>

F RIBS - 1/2\"/>

G RIBS - 1/2\"/>

H RIBS - 1/2\"/>

I RIBS - 1/2\"/>

J RIBS - 1/2\"/>

K RIBS - 1/2\"/>

L RIBS - 1/2\"/>

M RIBS - 1/2\"/>

N RIBS - 1/2\"/>

O RIBS - 1/2\"/>

P RIBS - 1/2\"/>

Q RIBS - 1/2\"/>

R RIBS - 1/2\"/>

S RIBS - 1/2\"/>

T RIBS - 1/2\"/>

U RIBS - 1/2\"/>

V RIBS - 1/2\"/>

W RIBS - 1/2\"/>

X RIBS - 1/2\"/>

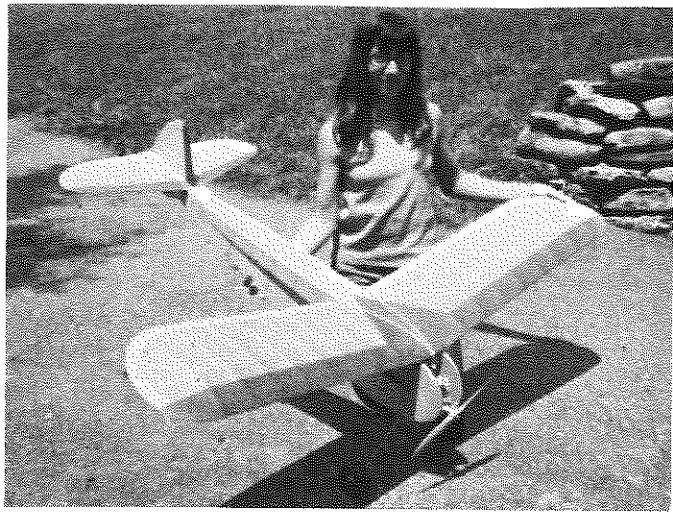
Y RIBS - 1/2\"/>

Z RIBS - 1/2\"/>

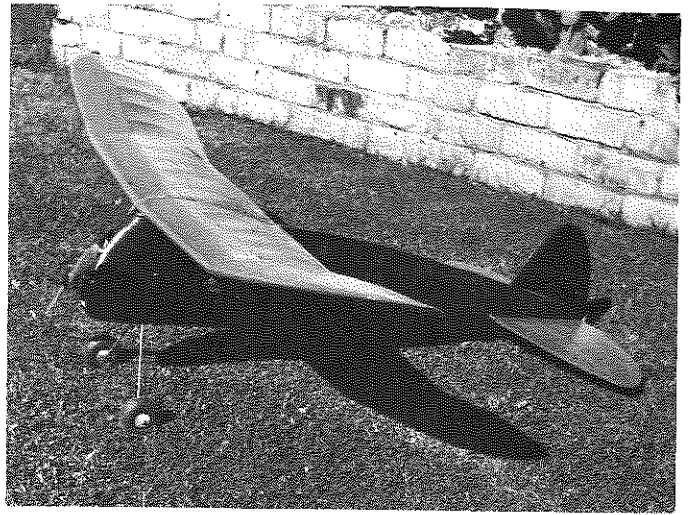
AA RIBS - 1/2\"/>

AB RIBS - 1/2\"/>

AC RIBS - 1/2\"/>



Gerald Donahue, Shrewsbury, Mass. snapped his daughter posing with his ST .15 powered Simplex, a Paul Plecan design.



A Sal Taibi designed Pacer "B", by displaced American Bill Cooksey, now living in New Zealand. Power is an O & R 23.

quency. Others who have not flown, would find they were out of luck. Fortunately, no one was on the same frequency as Bill Northrop (53.3 Mhz) during his 54 minute flight. It would have been a long wait! (2) Flight take-offs should be cut off at least half hour before the official end of the contest. Taking a flight just before the quit whistle can result in waits up to a half hour or better to finalize the results. (3) While the intention was to impound transmitters, this was not done. Close attention to this is required so that unfortunate frequency interference as experienced by Bob Hunter will not cause bad crashes (this was during unofficial flying on Saturday). In addition a frequency clothespin or flag issuance board should be employed. No flag, no fly! (*Model Builder will furnish frequency clothespins for the SCAMPS April 21 event. Old Timers who are new to R/C*

will find this well-tested system very useful in avoiding frequency conflicts . . . and unnecessary crashes! wcn).

Field Notes: Quite a few crackups. Bob Oslan pranged his neat Playboy Sr., but good! Saw a big Flying Quaker pile into the bumper of a car. Pretty bad smash! Christenson, although a heavy winner, busted up a Zipper. Winner of the best crackup award of the day was a thoroughly pulverized Buccaneer C Special . . . Can't remember who it was but had to commend the modeler for the thorough wrecking job.

New Game: "Seagull Pool." A new fun thing has developed when spotting a group of seagulls circling in a thermal. Send your model up into the center of the circle and watch the birds scatter. Just like the opening break of a game of pool! Be sure not to hit a seagull; this is rough on models not to mention the bird.

1974 CONTEST KICKOFF

Hate to report it, fellows, but the initial joint SCIF/SCAMP kickoff contest field at Elsinore on January 27 was blessed with beautiful weather. Early in the morning, it was cold (45, bah!) and wind looked threatening. Luckily, the threats evaporated, leaving the modelers to enjoy themselves.

In reading Jim Dean's "Hot Leads" report, one discovers that Jim's newly rebuilt .020 Interceptor gave him fits. It took an hour to find the glow plug was faulty. Following this, a four second test flight ensued. Jim is now thinking of building a small Playboy.

Best news of the meet was the re-appearance of Bud McNorgan and his son, Kit. When Bud took over from Lee Freeman as SAM Director, he really infused life into the organization. The Old Timer Nationals (called the SAM

Continued on page 66

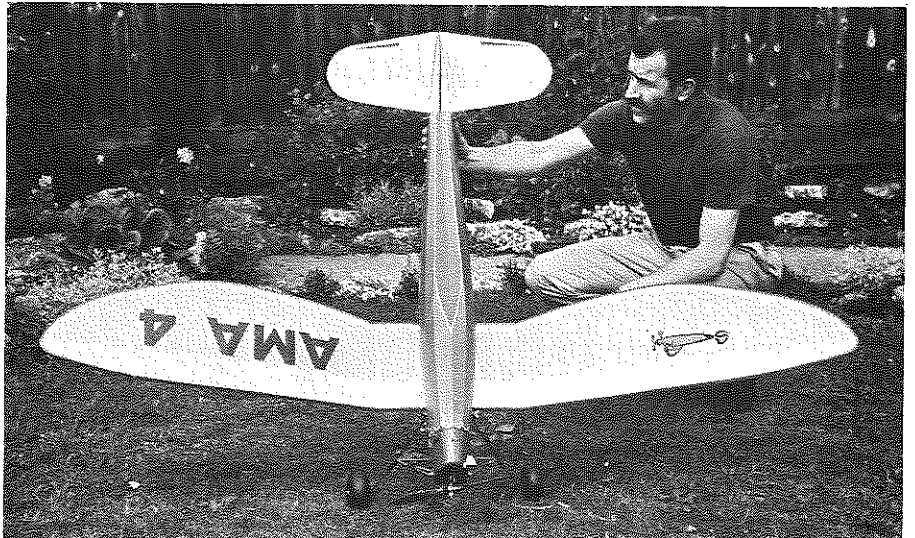
J. L. SADLER'S PACEMAKER

OLD TIMER Model of the Month

Plans redrawn by Phil Bernhardt

● Until J. L. Sadler came along with his Pacemaker (not related to the high wing cabin model of the same name by Irwin Ohlsson), low wing models were considered strictly taboo. However, with a combination of low thrust line, small vertical stabilizer, and generous dihedral . . . plus good looks, the Pacemaker, published in the January 1940 issue of Air Trails, proved that it could be done.

But it was only an interlude. Low wing, free flying models never made it in competition until Ed Kazmirski's famous R/C Orion came along . . . and by then, nobody wanted too much stability anyhow . . . it interfered with the piloting of model aircraft that were beginning to depend on electronics, not stability, to keep them in the air. ●



This picture is a repeat from our Feb. 1974 issue, but the only one we could find of a Pacemaker! Built by John Haggart, of England, the wing has beautiful form, as this photo proves.