

## OLD TIMER Model of the Month

Designed by: Louis P. Loutrel

Redrawn by: Phil Bernhardt

Text by: Bill Northrop

First test flown in April, 1935, the "Sportster," by Louis P. Loutrel, was built as a test plane for the G.H.Q. "Loutrel" gasoline engine. Certainly, the G.H.Q. engine is better remembered than the airplane . . . though unfavorably by most . . . we'll leave it to engine collectors to comment on that.

The plans for the "Sportster," as presented in the July 1936 issue of Model Airplane News, were not really com-

plete in detail. In keeping with our policy, we pretty much avoid showing our own modifications, preferring to allow the builder to "do it his way." We did, however, take the liberty of showing grooved hardwood landing gear stock for the two cross pieces involved.

The ship is extremely simple to build, and should be excellent for the Texaco event. Rib on the original had four lightening holes; one ahead of the front spar, and three between front and rear, allowing diagonal bracing, as shown.

Conversion to R/C would be fairly easy. Simply pin down two 1/8x1/2 spars instead of one (for both the stab and rudder) leaving a 3/32 gap between.

\$2.00 per plug (\$20.00/box) plus \$1.50 for postage. No limits!

### PENNSY OTRC CONTEST - BIG!

The BARFS (Butler Area Radio Flying Society) proudly announces their annual Tri-State R/C Fun Fly Championships to be held on 22 June. Meet will run until it is dark!

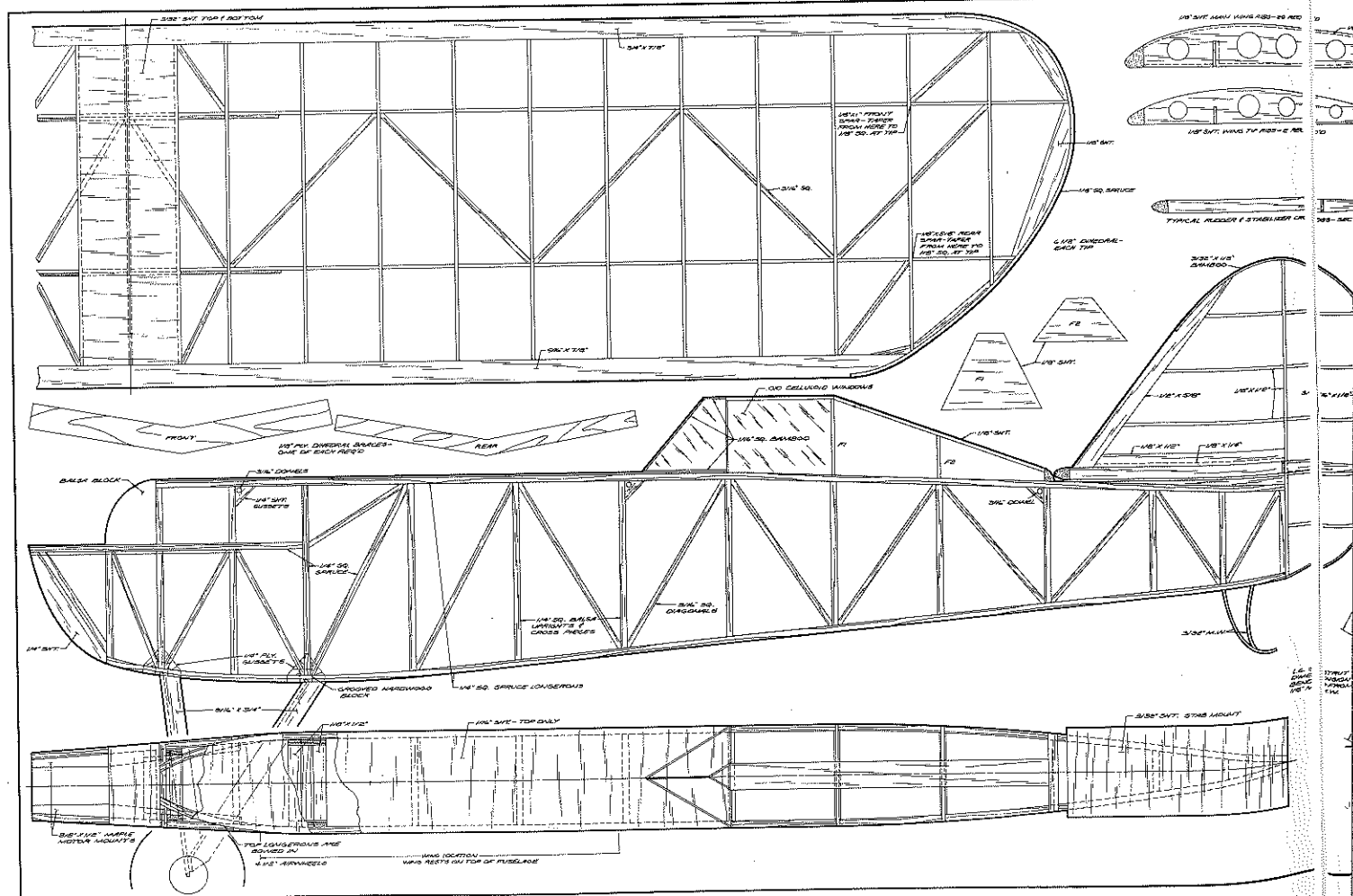
Featured will be Old Timer F/F R/C with 200 cash prizes awarded to fifth place, trophies to third. Plenty of merchandise to go along with this too! Looks like this is going to be a "really big shew." Everyone who enters will win a prize. Now, how about that?

To boot, a 1975 Kraft seven channel R/C set will be raffled off at the end of the contest. You don't even have to be a contestant for this one! Clarence Andre tells us there will be refreshments available, sanitary facilities, the works. Put this one down on your calendar. For further info and pre-registration, write Bill Henderson, 202 Williams Road, Butler, Pa 16001 or call (412) 287-7482.

### JIMMY ALLEN CONTEST

After several pictures of Jimmy Allen models have appeared in this column, interest in those famous old models has developed to the point that the Kansas City, Mo. boys have decided to hold a strictly Jimmy Allen contest, very similar to what Skelly Oil used to sponsor in the thirties.

"What could be more natural," asks



Bill Waite, as the Jimmy Allen material emanated from K.C.. Bryan Wheeler, Jim Root, Marvin Mayo, et al, will work up the details of the contest. You can be sure this column will be the first to announce it. So, if you live in the Kansas City area, get out those old Jimmy Allen plans and start glueing some balsa wood together.

For others who are interested in staging a similar contest, we'll carry the details in the next issue. Maybe we can even make a postal contest of it. Are you listening Lin Haslan?

#### GOOD NEWS FROM BRITAIN

Through the efforts of John Haggart, a red hot old timer, English vintage flyers will be pleased to know there will be a revival of the old Bowden rules contest.

It all got started when John became interested in reproducing one of C.E. Bowden's designs, "Kanga Cub." To help verify the design and straighten out a few details, he contacted Col. Bowden. John generated so much enthusiasm, he received permission from the Colonel to stage a contest in 1975 featuring the rules of the original Bowden contest. Last time that contest was held occurred in 1937 when Herbert Fish of U.S.A. (in Europe for the Wakefield competition) won, flying a design by Carrol Krupp. This ought to be a real shot in the arm for avid old timers in England.

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Larry Clark launches his 1937 Marsden Champ. It's a good stable flier.

## SAM 1975 RC-O.T. RULES

Supersedes pages 5 and 6 of SAM Rule Book 1973-74. While also classified as a special event, the following is a complete set of rules for radio controlled assist old timer models.

### SECTION I: Definitions and Basic Regulations

1. Old Timer and Antique categories are defined as model aircraft which have been designed, kitted, or plans published prior to December 31, 1942, or December 31, 1938, respectively.

2. Models shall be flown in one of the following categories:

- Antique (all classes combined)
- Old Timer Cabin and Pylon
- Texaco (all classes combined, a duration event, 1/4 oz. fuel per lb., maximum of 1-3/4 oz. fuel allowed. Longest of two flights scores)
- .020 Replica

3. All categories may be powered with either ignition or glow engines.

4. Engine run (Antique Class) seven seconds per lb. to the nearest lb. for glow, ten seconds per lb. for ignition. Example: 3 lbs. 14 oz. would be 4 lbs., and 3 lbs. 2 oz. would be 3 lbs.

5. Old Timer Cabin and Pylon models must weigh at least 10 oz. per sq. foot of wing area for glow, and 8 oz. per sq. foot of wing area for ignition.

6. All glow powered models must have a minimum of 225 sq. inches of wing area for each .10 cubic inch displacement.

7. Fuel for spark ignition engines must be gasoline only.

8. Builder of the model rule prevails.

9. Proxy flying is acceptable, but builder of the model is accredited with results.

### SECTION II: Modifications

1. An Old Timer may be modified only in the following ways: minor changes to the thrust lines, i.e., upright instead of inverted; strengthening of structures and provision for control surfaces. Areas and moments may not be changed. All changes must be in the character of the original ship, i.e., substitution of sheet balsa fuselages for built up structures is not approved. Beef up the built ups! Flat airfoils may not be substituted for cambered foils. It is permissible to scale up or down an approved design.

2. It shall be the responsibility of the contestant to prove the validity of the model, and the fidelity to the design by submitting the actual construction prints to the

contest director upon request.

3. No modification may be made which would prevent the model from making normal, unassisted ROG takeoffs. Therefore, no dropping gears, no VTO, and no catapult devices are approved.

### SECTION III: Power & Classes

1. Old Timer Models may be flown with either ignition or glow engines.

2. Classes are the following engine displacement (in<sup>3</sup>)

| Class        | Ignition     |
|--------------|--------------|
| .020 Replica | .020         |
| Class A      | .001 to .200 |
| Class B      | .201 to .300 |
| Class C      | .301 to 1.20 |

| Class        | Glow         |
|--------------|--------------|
| .020 Replica | .020         |
| Class A      | .021 to .200 |
| Class B      | .201 to .300 |
| Class C      | .301 to .61  |

3. Ignition engines above .65 in<sup>3</sup> displacement must have been in production prior to 1950.

### SECTION IV: Flight Rules

1. Five contestants will constitute an event. Less than five contestants — classes may be combined at CD's discretion.

2. All models must land in an area designated by the contest director.

3. Maximum time of flights will be 10 minutes. All overtime is deducted. Example: an 11 minute flight will count as 9 minutes. All scoring is done in seconds. A perfect score would be 600 seconds. (10 min. flight x 60 = 600 seconds)

4. Engine run time will be 20 seconds for glow and 25 seconds for ignition, unless reduced by CD for field conditions. This rule does not apply to antique or Texaco classes. (See section 1 #4 for rule on antique class. See section 1 #2c for rule on Texaco class). All engines must stop, no idling.

5. Each contestant will get six attempts — his highest three scores count.

6. Plane must be airborne 4 minutes after timer is assigned. This rule will prevent delays in running the meet.

7. One contestant per plane.

8. Thermal aids will not be permitted in the Old Timer RC Movement. For example: thermal sniffers or mechanical aids of any kind.

9. Model leaving ground will constitute one attempt.

10. An engine overrun will be considered as 0 points for that attempt.

