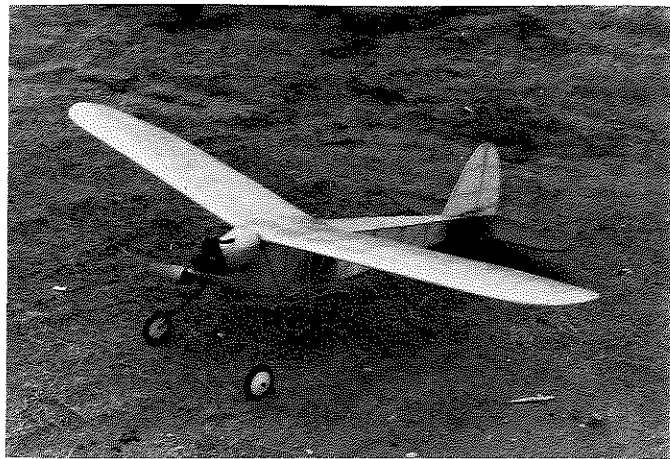
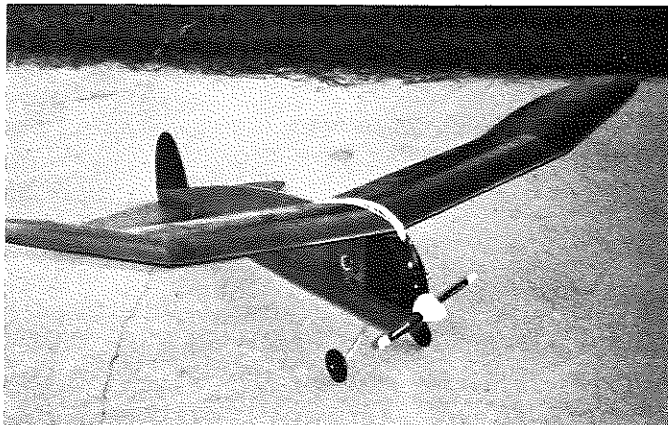


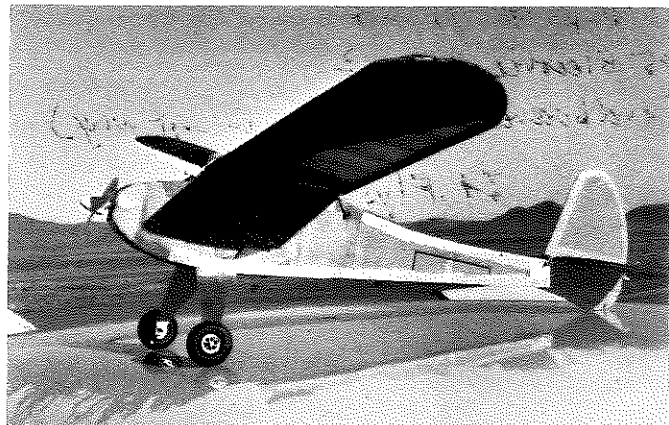
10. A "Goon" built by John Gates. A most unusual design by Fred Lehmborg. Available in kit form from Fred.



12. An Ohlsson 23-powered Schumacher "Hopalong" by Eut Tileston. Hoppy's a good flyer!



16. Slicked up Pacer C by Arne Carlson. Forster 29 and two-channel radio make it a nice flying model.



15. Gordon Coddling, of Kingman, Arizona, built this Plecan "Hepcat" of fiberboard. More information on this technique in upcoming issue.

new trends have developed outside of the Ohlsson 60 phenomena:

05 Electric (5)

- 1. Jack Alten (Interceptor) 17:04
- 2. Ted Kafer (Playboy Cabin) 16:50
- 3. Steve Roselle (Brigadier) 12:29

1/2A Texaco (15)

- 1. Jim Kyncy (Anderson) 30:00
- 2. Stan Lane (Anderson) 27:09
- 3. Ed Solenberger (Anderson) 23:38

Texaco (12)

- 1. Jim Kyncy (Anderson) 30:00
- 2. Stan Lane (Anderson) 30:00
- 3. Kerry Lane (Mike) 27:30

Class A (5)

- 1. Speed Hughes (Playboy/Elfin) 21:00
- 2. Eut Tileston (Lancer/Elfin) 4:39
- 3. Andy Andrews (Wasp/OS20) 4:17

Class B (5)

- 1. Eut Tileston (Lancer/Enya 46 4C) 19:40

- 2. Ed Solenberger (Playboy/Torpedo) 16:13
- 3. Andy Andrews (Playboy/OS 25) 11:27

Class C (10)

- 1. Neil Kaminar (Sailplane/Atwood) 21:00

- 2. Al Staben (Clipper/Ohlsson 60) 20:00
- 3. Eut Tileston (Red Zephyr/OR 60) 19:03

Continued on page 98

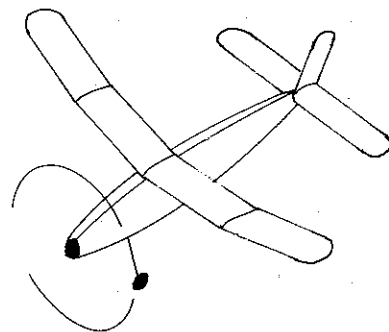


13. New Hassad Sky Devil mounted in Pond's Powerhouse. A potent engine!

OLD TIMER OF THE MONTH

1939 STOUT TROPHY WINNER

Designed by: **Bob Toft**
Text by: **Bill Northrop**



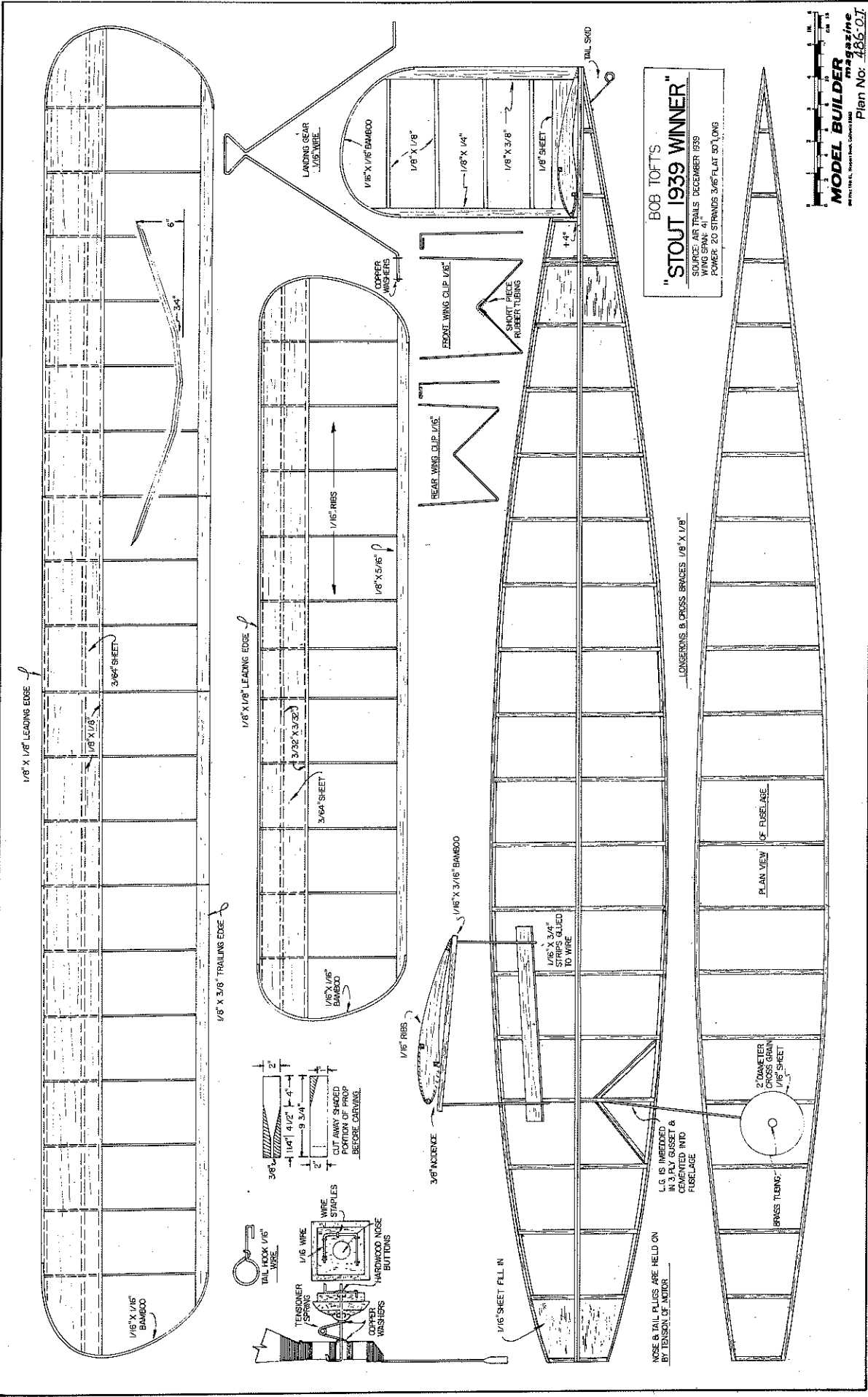
This is Bob Toft's 1939 Stout Trophy winner. It had a 36+ minute flight at the Nationals. Plans and article appeared in the December 1939 issue of *Air Trails*, from which the full-size drawing was made.

The article called this a typical American model, as it was finished at five o'clock in the morning, a few hours before it won first place in the Minneapolis Model Aero Club's eliminations for the Nats. The designer/builder won an all-expense airline trip to the Detroit nats.

The instructions included more than was normal for the time about flight trimming, as follows:

The original model was adjusted by setting the wing and tail at a definite angle to each other...two degrees angular difference...and maintaining that relation during all adjusting. The wing shifted to produce the best glide possible. The center of gravity was about an inch behind the trailing edge of the wing when the best glide was had. The wings were perfectly straight with no warps for adjustment. The rudder was warped slightly for a right turn. The nose plug was offset to produce the correct climb adjustment.

Continued on page 107



"STOUT 1939 WINNER"
 BOB TOFT'S
 SOURCE: AIR TRAILS DECEMBER 1939
 WIND SPAN: 41"
 POWER: 20 STRANDS 3/64" FLAT 307 LONG

MODEL BUILDER
 magazine
 Plan No: 485-01

balsa sheet covering, and a fiberglass canopy. The Escape also can accommodate tricycle or conventional landing gear, fixed or retracts, and rear or side exhaust. The wingspan of the Escape is 62.5 inches; the wing area is 770 square inches. The recommended engines for this well-designed aircraft are 10cc, 90 or 120 four-stroke. Price is \$114.00, at your dealer or write to Bridi Aircraft Designs, 23625 S. Pineforest Lane, Harbor City, California 90710-1233.

* * *

St. Croix Models has introduced their Canard Stick, the R/C model that refuses to stall, even with full-up elevator! Designed as the perfect vehicle for low-time, novice R/C pilots, the Canard Stick is an easy to build, easy to fly aircraft, featuring high quality wood and hardware, rolled plans, and complete, step-by-step instructions. The Canard Stick has a wingspan of 60 inches and a weight of just over 5 pounds. A 4-channel radio is required, and a standard 40 engine provides plenty of power, while a 45 FSR gives the Stick almost unlimited vertical performance. The Canard Stick is \$77.77 at your hobby shop. For more information, write St. Croix Models, Box 279, Park Falls, Wisconsin 54552.

* * *


Model Racing Products, 18676 142nd Ave., N.E., Woodinville, Washington 98072-8521, reports success with its 1/10 scale 4WD offroad racer, the Pro-410 Shotgun. With gas-pressurized, fully adjustable coil over shocks, shaft drive differential front and rear, slipped clutch, high performance 540 motor, dynamically balanced to accept 6 or 7 cell packs, the Shotgun is a hot package of go-power. At your dealer, or contact MRP for further details on the Pro-410 Shotgun.

* * *

With a reputation as one of the finest air superiority fighters in the world, the F-14 Tomcat made a name for itself as the fighter which shot down two Libyan Migs over the Mediterranean Sea. Zenith Aviation Books has published the Grumman F-14 Tomcat, 200 pages crammed with information, history and innumerable photographs of the F-14 and its variants. Author Doug Richardson has done a fine job assembling the information on the Tomcat, including an interview with Mike Pelehach, the designer of the F-14, who discusses some previously unpublished facts about the F-14, its weapons system, and its aerodynamic character. A fine book on a great subject, the F-14 Tomcat is available from Zenith Aviation Books, Box MB-4, Osceola, Wisconsin 54020. The price is \$14.95.

Old Timer . . . Continued from page 34

The model did not climb very fast, but a long motor run gave it more time to strike a thermal. Even without the help of thermals, the glide stretched out the time pretty well. The model circles to the right under power and in the glide. The circles



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11620 Kitching St., Sunnyvale, CA 92388.

are about one hundred feet in diameter, because the designer thinks that too tight a circle will induce an unnecessarily steep glide. The maximum turns are twelve hundred, a few of which remain after the prop has folded.

Workbench . . . Continued from page 7

"Goodnight, Lads," I said. They are a good group.

MISSING NAMES

Our February "Workbench" column included two photos of Bob Starr's "Bumble Bee," the world's smallest piloted aircraft. This airplane was featured and on display at our recently completed 1986 IMS show in Pasadena, California. The gentleman who put us in contact with Bob Starr, and who took the photos of the Bee that we published was Ken "Sunday Flier" Willard. And if you attended the show, you probably saw his quarter-scale Bumble Bee. . . all 19-1/2-inch span of it!

* * *

Arriving just in time to miss the March issue was the name of the delightful young lady on the cover, with Darrell Wong's pink Fly Baby. It is Lorelei Estrada. If you'd like to meet her, go to the Shorebird Cocktail Lounge in the Reef Hotel on Waikiki Beach, where she is a bartender. (Hello, United, what's your best fare to Honolulu?)

FRIGID DIGIT

Johnny Litchenburg, whose Boeing B&W-1 and hapless little cartoon character,

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Mr. L., have appeared in *MODEL BUILDER*, sends us a warning. **SAFETY MEMO:** From Mr. L.

The winter temperatures in some shops are lower than normal due to the high cost of fuel, etc. So a lot of us are putting up with slightly cooler conditions to save a buck. The temperature was implemental in my having a minor accident this winter. Even though it was minor, it sure was painful.

I was building a brand new version of my sailplane winch, giving it a good coat of rust-proofing yellow paint from one of the popular spray-can brands. While I was spraying the frame, I was also getting a goodly amount on the finger that was holding the nozzle down. As a lot of the nozzles on spray cans become slightly clogged and drip or spray a small amount at an angle, I wasn't particularly concerned.

After cleaning up the paint on my hands, I retired back to the living room to let the paint dry for a while, and noticed my finger was very hard on the tip, and a little numb. In very short order the numbness gave way to intense pain. Then I began to realize the tip of my finger was frozen. The combination of shop temperature, plus the evaporation rate of the solvents, plus the gas condensation factor, set me up for a quick freeze job. It has taken well over a month for the feeling to return and the tissue is still recovering. I'm sure going to use a handle with trigger on my spray cans from now on. . . .