

# "SCRAM"

DESIGNED BY BOB MINT  
 MODEL BUILDER  
 Plan No. 575-57

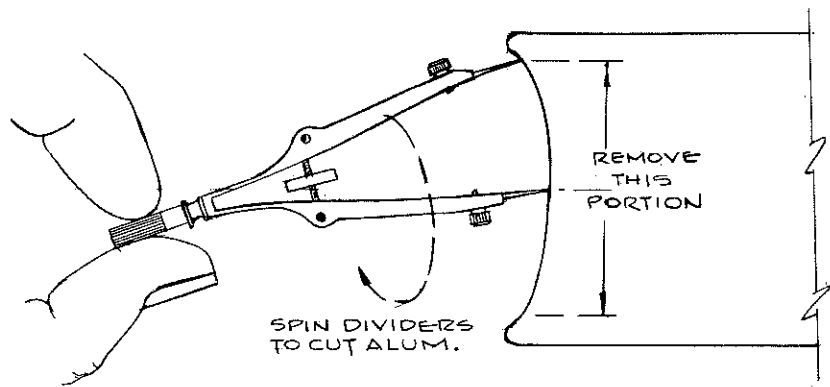


FIG. 1 REMOVING BEER CAN END

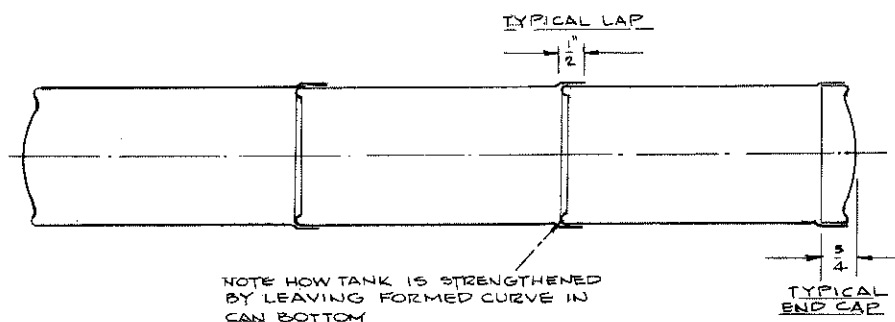
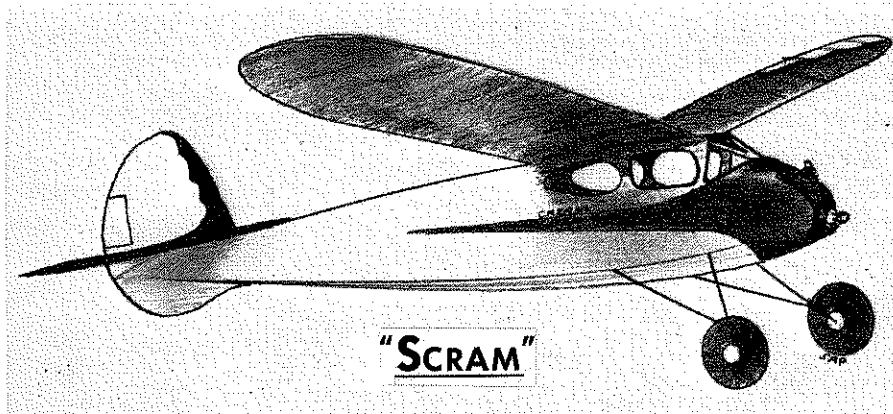


FIG. 2 TYPICAL TANK ASSEMBLY

More info on the beer can compressed air tank. See text.

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# SCRAM



## OLD TIMER Model of the Month

Designed by: Ray Heit

Redrawn by: Al Patterson

Text by: Bill Northrop

• If you should happen to leaf through our copy of July 1938 Flying Aces,

there are two equally old pieces of paper that will fall out. One is a very crude attempt at plotting a full size airfoil, and the other is a list of materials with prices. Both items apply to the gas model construction article in that issue ... Ray Heit's "Scram."

Al Patterson's sketch of the Scram, traced from one of the typically poorly

up to develop maximum power.

## BOWDEN CONTEST

We talked about the rules last month and how the Bowden Event works. The writer was fully aware that such a meet had been held at the Old Warden Aerodrome (home of the Shuttleworth Collection), but had not received a single word from his British correspondents.

Trust an American, Joe Carter, of Vienna, Virginia to be on hand, take pictures, and send in a report of what went on. Great stuff! Like this writer keeps saying, the columnist is only as good as the material he receives.

Joe first became aware of the Old Timer meet to be held at Old Warden while visiting the Aeromodeller offices in Hemel, Hempstead. Just in time! Carter was able to motor out to the Aerodrome on Sunday with plenty of time to spare as the event did not get underway officially until 11 a.m.

Carter was rather surprised at the variety of flying going on simultaneously. Seems all were invited and all showed up: CO<sub>2</sub> Free Flight, Rubber Free Flight, Free Flight gas and diesel, radio control, radio assist free flight, and controline!! How about that for action?

Of course, to Carter, the most interesting facet of flying was the Old Timers in the Bowden Event. Despite the number that showed, only about a half-dozen officially entered. These contestants were generally engulfed by the spectators despite the fences and restraining ropes posted.

The Bowden Event featured 4 to 5 judges on the field who carefully ex-

reproduced Flying Aces photos, pretty well explains why we were so interested in the design. The 83 inch span cabin model weighed only 3 pounds, and placed 8th in the 1937 Nationals limited motor run event. Ray's Bay Ridge Mike and Ike became better known designs a few years later, but the similarity in design was very evident.

Free flight old timers will excuse us if we point out the excellent R/C assist possibilities of Scram. Hinged surfaces can be located along the existing spar lines, though the elevator could be limited in area by adding extra spans and a hinge line about 2-1/2 inches aft of the existing spar. Following the tradition of most early plans, incidence and balance point locations were not included. Start at 1/3 back from the leading edge, and bring lots of shim stock the first time out.

Incidentally, that old material list was interesting. Five foot lengths of 1/4 square balsa averaged around 3-1/2 to 4-1/2 cents each, a pair of 4-1/2 inch airwheels was \$1.75, and a 9 by 12 inch piece of 1/4 inch plywood was 20 to 30 cents. The total tab was \$6.18, about the cost of two Peanut kits!