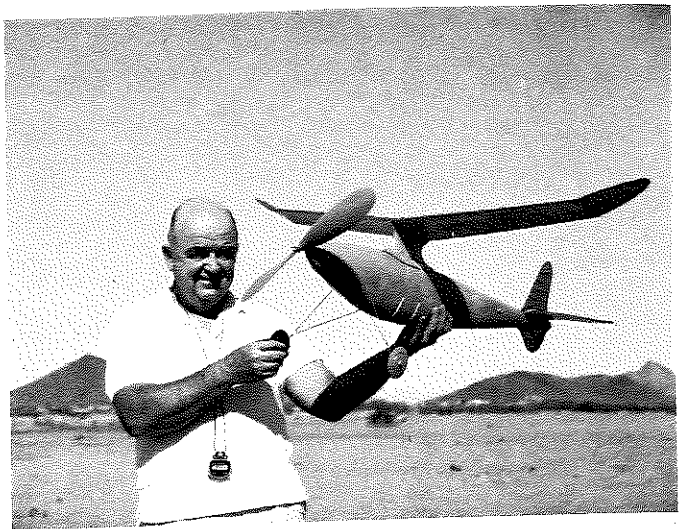


13. SCAMP member Allen Richardson won the 50th Wakefield event with a 1935 Gordon Light winner. (See opposite page and below.)



14. Roger Gudahl of Phoenix, Arizona, did a gorgeous job on Charlie Grant's Wakefield design, the "Tsetse Fly."

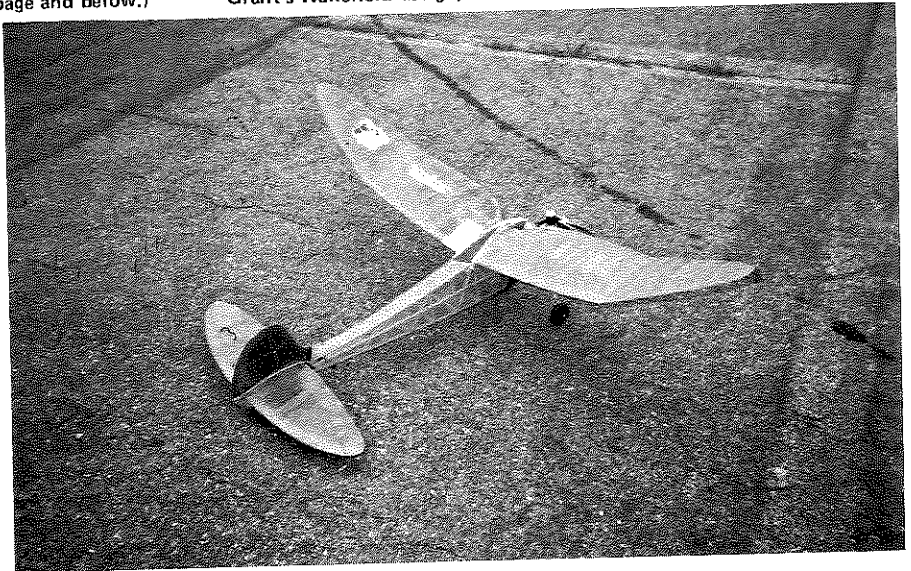
other engine in the early forties, this one also disappeared during the war effort.

40 YEARS AGO I WAS . . .

Otto Gunnesch, 214 E. Henry St., Salsline, Michigan 48176 has this to say when he was stationed in Osaka, Japan. "The war had ended some five months previously and my outfit, the 25th Division Recon. Squadron was now converted to a military police outfit. With duty of 24 hours on and 24 hours off, we had a lot of spare time on our hands. Management (?) encouraged everyone to seek recreation or a hobby to while away the spare hours.

"We were billeted in a six or seven story building in downtown Osaka, on the property for this building was a baseball diamond (for the employees of the building), enclosed by a wooden fence some six to eight feet in height. To a model builder who had his control line flying interrupted by the war, all of this meant a renewal of the hobby."

"One of the men in my outfit was carrying a Kopper King .60 engine in his duffel bag (don't ask me why. . . remember this was February of 1946). Anyhow, he donated it to me and on with the project.



15. A "Villager" designed by Bernie Schoenfeld as built by Jerry Persh.

Some five or six blocks from this place was the business section of downtown Osaka, and on the third floor of one of the department stores I found a model airplane department—woefully short on supplies, but a model department nonetheless.

"The sales lady and I faced a formidable language barrier, but I eventually persuaded her to sell me several weird-shaped propellers from her meager stock. Using occupation money which she did want to take; (oh! what a story in itself was the modelling department). If only I had purchased some of the ignition motors on display—what collectors' items they would be now. There was no balsa wood available, but there were blocks of wood and slabs of wood available. From one block a fuselage was carved and hollowed out. As it was a soft wood it carved easily. Then from some slabs of wood I made a wing and tail feathers. The final result was a model that resembled an AJ Fireball. The only paint available besides OD or black was a funny shade of red.

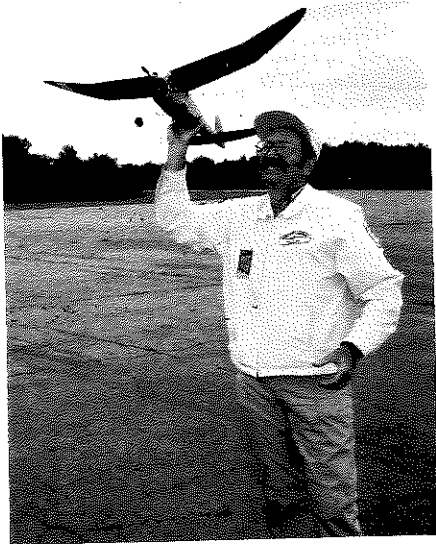
"Hardware for bell crank, hinges, land-

OLD TIMER OF THE MONTH

GORDON LIGHT'S GULL

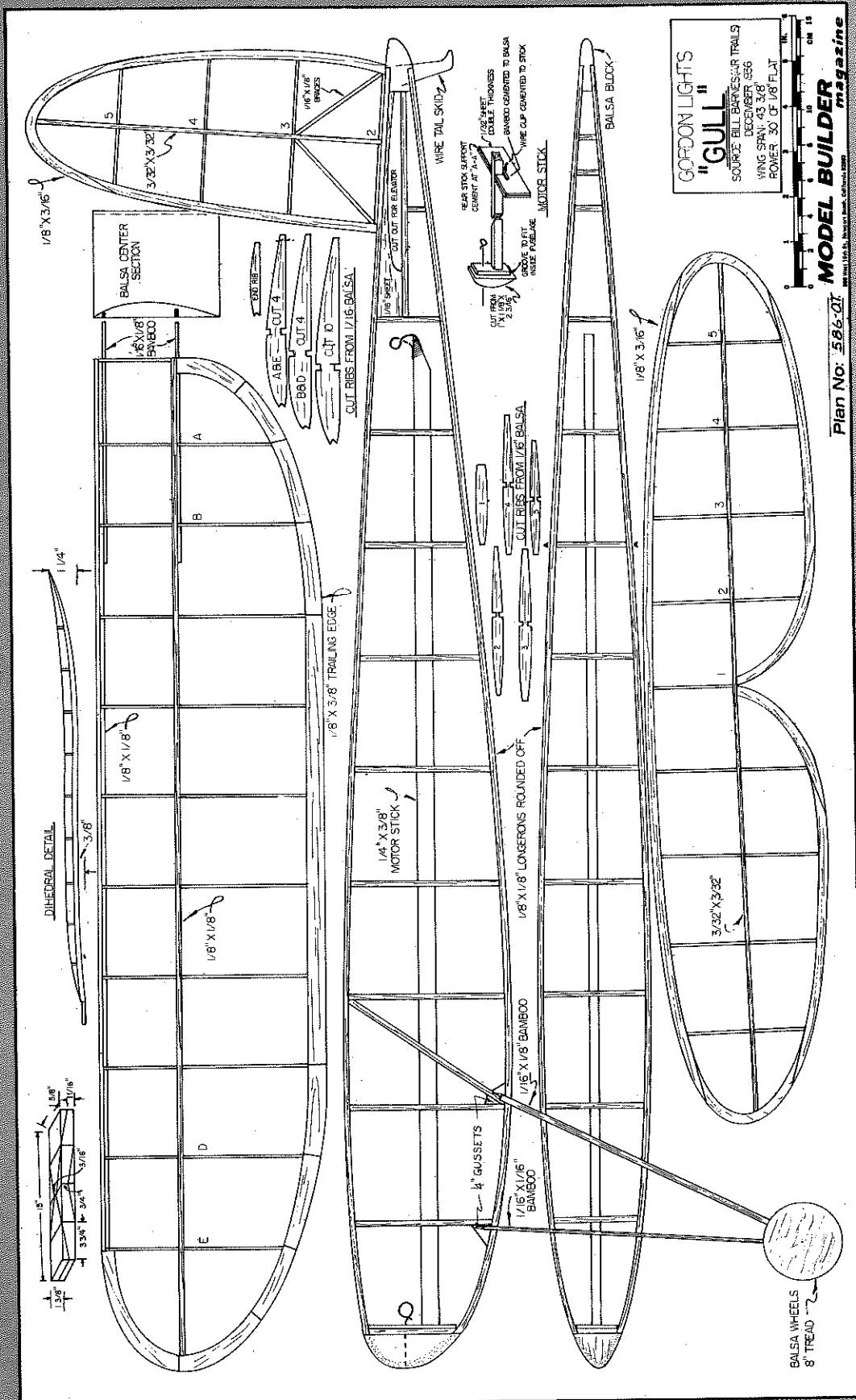
• This month's Old Timer comes from way back . . . the December 1936 issue of *Bill Barnes Air Trails*. Yes, that was the full title in 1936. In 1937, the title became *Air Trails*, featuring a Bill Barnes air novel. During the 30's period, Gordon Light, who won the 1935 Wakefield in England, with the help of proxy flier T.H. Ives, conducted the model section of the magazine, under the title, "The Model Workshop."

Unfortunately, our old magazine collection includes only five or six issues of the 1936 *Bill Barnes*, and December isn't among them. Well, there's no better way to get an answer than to go to the original source. Gordon Light hangs out in Bruns-

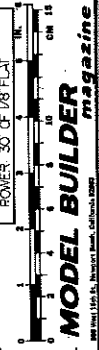


16. Martin Schindler with an .020 Replica Comet Clipper. Westover AFB, Chicopee.

Continued on page 73



GORDON LIGHTS
"GULL II"
 SOURCE: BILL BARNES, CARTRAILS
 RECEIVER: S56
 WING SPAN: 43 3/8"
 POWER: 30 CF 1/8" FLAT



MODEL BUILDER
 magazine

Plan No: 586-01

Dear Jake:

Is it true that the only airplane you ever designed had to be destroyed by Public Health officials after it was declared "terminally ugly" by the Pennsylvania Bureau of Standards?

That's What I Heard in Holcomb

Dear That's What I Heard

No, that is not true. It was Massachusetts.

Jake

Old Timer. . . Continued from page 34

wick, Maine, so after a short phone call and some memory jiggling, we came up with a few more details.

The wing was in one piece, each panel being glued to the centersections. Gordon doesn't recall how the center section was built, but it was *not* glued to the fuselage as instructed (we removed this note). Gussets of 1/4-inch balsa have been added where the bamboo landing gear struts attach. The bamboo struts were plugged and glued into holes drilled in the gussets to receive the struts. As to the curved, gull-effect dihedral. . . well. . . you're on your own! You can also cheat, but achieve nearly the same effect, by making straight dihedral breaks.

Gordon says the Gull was a slow climber, but a great floater, so if you want something for a lazy summer evening, start chopping balsa!

Free Flight. . . Continued from page 61

This does not mean that one is allowed to move the stab to the top of the fuselage when the plan shows it on the bottom or somewhere in between. Here is where you need to employ a little ingenuity in structural reinforcement, parting surfaces, hinge arrangements, other type D/T considerations, etc. Hogans, Fu-Bars, Ah-Trax-Ya, Sizzler, and several other designs fall into this situation.

"One last comment on Nostalgia is in regard to a problem we anticipated years ago and a possible solution. It has become increasingly evident that except for an occasional Phoenix and a few Zeeks, modelers are not interested in building designs from the 1943-1949 time frame because they feel that competing with them would be futile and in most cases they are probably right. . . Perhaps the idea of having a Nostalgia class similar to SAM's Antique event would now be in order. We could call it VINTAGE NOSTALGIA. Food for thought?"

ANNOUNCEMENTS, ANNOUNCEMENTS, ANNOUNCEMENTS, PLEASE

I have some updates for you and a couple of new products that might be of interest, so here goes:

1. Air Express 330 kits are now available from the usual free flight sources such as FAI Models, Peck Polymers and others. Phil Hainer called last week with the info.

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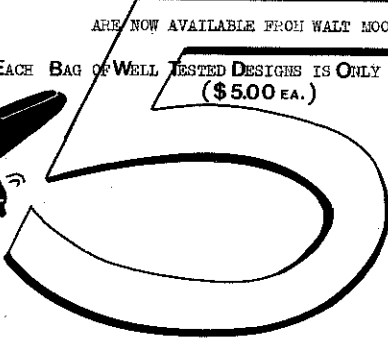
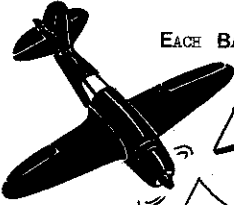
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These are the Sal Taibi-produced kits and are available in two versions—Standard kit at \$22.95 and Deluxe kit (fuselage basic structure completed) at \$24.95. This is the initial run and is of limited quantity, so if you have been drooling over this ship, buy one now.

2. Starline International is now producing commercial rubber lubricant called Pro 3 that alleviates the problem of standard lubricants separating from the rubber strip. This lube reduces chafing of the rubber strands and is a rubber preservative. It was developed by active contest fliers and comes in a 4-ounce plastic bottle with a convenient ready-to-use flip-top dispenser top. \$3.49 each plus postage from Starline International, 6146 Cactus Wren Road, Scottsdale, Arizona 85253. Starline is also the place to go for Rocca Props and A.D. .15 FAI engines. Drop them a line for their advertising brochures.

3. Airfoil Plot Program. Chuck Anderson, 202 Inglewood Circle, Tullahoma, Tennessee 37388, has produced a computer airfoil plotting program that works with Commodore 64 and 128, TRS 80 Model 1, IBM and IBM compatible computers that will plot airfoil profiles up to 30-inch chord length and up to 3 inches thick. The program is available in several different versions depending upon the computer and the printers to be used. If interested, drop Chuck a line.

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TWISTER UPDATE

In the January issue I presented the Twister as a possible Nostalgia model. Several people wrote to me with added details on the pylon construction and installation. David Barfield sent along an enlarged sketch with the following comments: ". . . As you can see, the reason for the severe stab tilt is because of pylon tilt. The pylon is built down into the fuselage and comes out resting against the top longeron. When the pylon is held vertically, this cocks the fuselage sideways and gives you the stabilizer tilt. It also makes a stronger pylon. This might make some