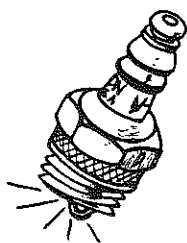


This photo of Jack Hewes' Brown powered Scientific Red Zephyr is appropriate . . . it's our Old Timer Model of the Month.



PLUG SPARKS

By JOHN POND

TEXACO 1974

● By now, the easteners are probably sick and tired of hearing about incredibly long flights with huge free flights whose design date is earlier than December 1938 and the wingspan is over five feet. Ya gotta admit those flying lumberyards are

impressive!

The Texaco Event, as revised by the SCAMPS, has undergone subtle changes. The contest used to run all day, with flights of an hour getting to be the rule for winning. Those afternoon thermals are great at Taft, and with such a flat terrain for shagging, the Modeler can really enjoy his handwork circling high overhead.

Several years ago, Sal Tarbi started a special event at the Texaco contest, called the "Dawn Patrol." Starting at 6 o'clock in the morning, flights up to a half hour are obtained, and with almost no drift, a minimum of shagging. Eventually, Sal's

idea caught on and the Texaco Event time was modified to close at 10 a.m.

With R/C Texaco now being staged on the same day, this works out beautifully, as this event begins at 9 a.m. and closes at 3:00 p.m. The writer got hung for running this show, hence, despite all the heckling to fly, we simply could not make a long flight without another contestant wanting to fly in the same thermal. We'll get more help next year!!

In the regular Texaco Event, Jim Adams proved his win of last year was no fluke as he took his same model . . . Frank Ehling's Contest Winner . . . and proceeded to show the boys how it is



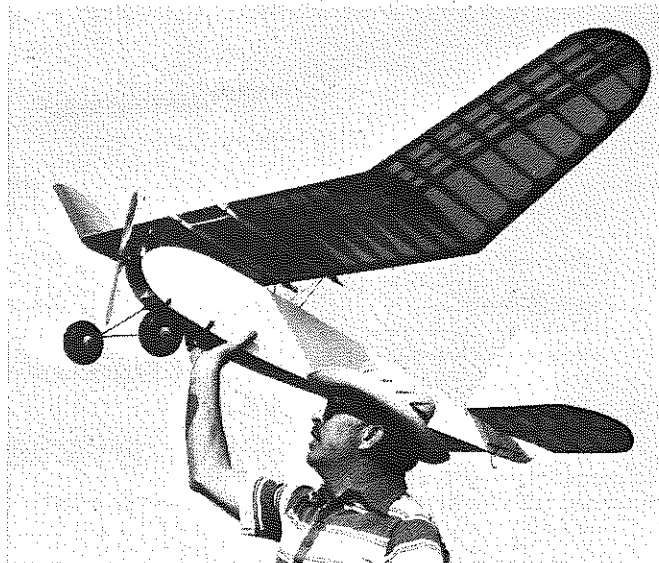
R/C Texaco winners at Taft: Lenny Curiel 1st, Bill Northrop 2nd (l to r).



Marge Bernhardt enters her Trenton Terror. Sal Taibi does the pencil work.



Marc Tackett with his Bill Atwood designed California Champ.



Marc Tackett again. This time with his Lanzo Record Holder on rudder-only radio. Flies just great.



Red Barrows' Miss Delaware with Astro 25 electric motor. A little heavy. More to come.



Dave Jaggie switches a servo in his winning R/C Red Zephyr. Photo by Lamkin.

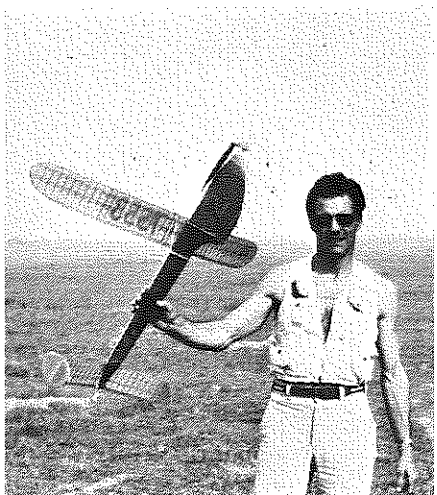
done. His forethought in painting the fuselage white was one of the main reasons for being able to see the model so early against a blue sky. Think about it, men!

Cliff Silva came in second again. The

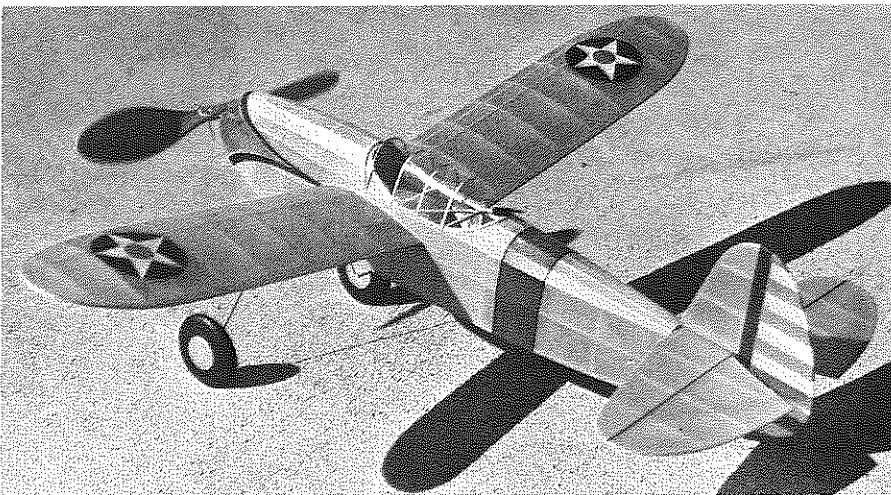
huge Michael Roll model, spanning some 12 feet, is a surprisingly consistent performer. Cliff has repeatedly gotten more than a 10 minute motor run out of his Baby Cyclone. With that lower power,

the model is no great shakes at climbing, but, with a motor run like that, who cares?

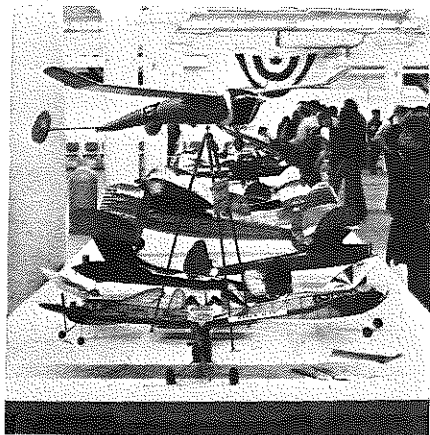
Despite the lack of attendance by the South Bay Modelers in the San Jose area,



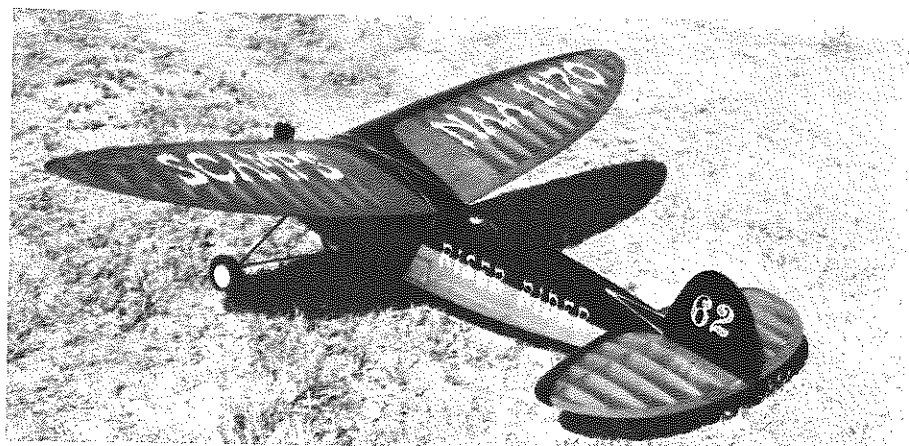
Vince Costanza with his unique Engleman California Champ rubber ship.



Paul McIlrath built this version of the famous Jimmie Allen "Yellow Jacket." From the mid 1930's, the ship had a 24 inch span, was a good flyer.



Old Timer Eagles display at the 1974 WRAM Show in New York. Pylon Buster on tripod.



Rarely seen beauty by Jim Dean, editor of the SCAMPS "Hot Leads" newsletter. A Roy Marquardt Riser Rider design.

16 entries gave the following results:

- | | |
|------------------------|-------|
| 1. Jim Adams | 30:44 |
| (Ehling/Mighty Midget) | |
| 2. Cliff Silva | 27:41 |
| (Roll/Baby Cyclone) | |
| 3. Roger Wegener | 23:12 |
| (Powerhouse/O&R 60) | |
| 4. Jack Transue | 21:34 |
| (Ehling/Mighty Midget) | |
| 5. Gene Wallock | 19:59 |
| (Nimbus/Cyke) | |

Immediately upon the closing of the Texaco F/F event, Sal Taibi set up his table to run the combined A, B, C, Old Ruler Event.

Probably the most hilarious high points of the meet occurred every time Al Hillman flew his Flying Quaker. With hardly any power, and a real sensitive rudder, Al worked over a timer lying on his back while clocking another high flyer. Some people confused the writer with the timer, who had his ribs customized.

Undaunted, our hero again launched his model in the general direction of Satellite City. After much screaming and hollering of "Heads Up!", Bill Hunter grabbed the wing and eased it to the ground.

With luck running that way, Al tried

again but this time the big Quaker lost a decision to a van. Should have quit when you were ahead, Al!

Results of a thoroughly enjoyed event:

- | | |
|------------------------|-------|
| 1. Bob Longstreet | 15:00 |
| (Sailplane/Orwick) | |
| 2. F. L. Swaney | 10:20 |
| (Sailplane/Orwick) | |
| 3. Cliff Silva | 8:50 |
| (Boomer Bus/23) | |
| 4. B. Crittendon | 8:10 |
| (Hurricane/Cyke) | |
| 5. J. Clark | 7:38 |
| (Diamond Demon/Bantam) | |

During this time the Texaco R/C entrants began noticing that the weather was getting real good after 10 a.m. Matter of fact, Lennie Curiel won the event with a beautiful thermal flight of 34½ minutes.

To show how consistent the model and weather was, Bill Northrop registered two practically identical flights of 28½ and 29 minutes, to come in an easy second. Amazing how that guy can look into the sun for the longest periods!

Only one crackup marred the activity, as Marc Tackett plowed his Lanzo into the ground. This model is operated by rudder only and has flown excellently.

The point being made is that you don't have to spend a fortune on high cost, sophisticated radio gear when simple rudder only control will do. Price certainly is attractive!

Red Barrows arrived late at the field, but not too late to display his gorgeous models, among which a red and yellow Dallaire Sportster of nine foot wingspan. A real standout! This guy Barrows is so good with Monokote that his chrome covered cowls look like polished, metal formed articles. More than one modeler has been taken in by Red's excellent work!

R/C TEXACO RESULTS

- | | |
|-------------------|-------|
| 1. Len Curiel | 34:31 |
| (Lanzo) | |
| 2. Bill Northrop | 29:12 |
| (Powerhouse) | |
| 3. Jerry Otis | 16:16 |
| (Miss Delaware) | |
| 4. Fernando Ramos | 11:58 |
| (Flying Quaker) | |
| 5. Spiro Nickolaw | 7:04 |
| (Petrides' PB-2) | |

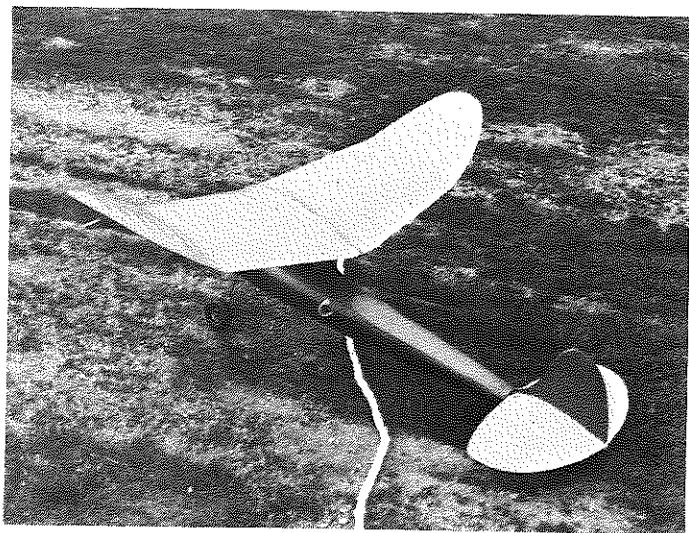
SAM CHAMPS

Last minute addition, as reported in the previous M.B. issue, is the R/C Texaco Event. Trophies are now on hand. All

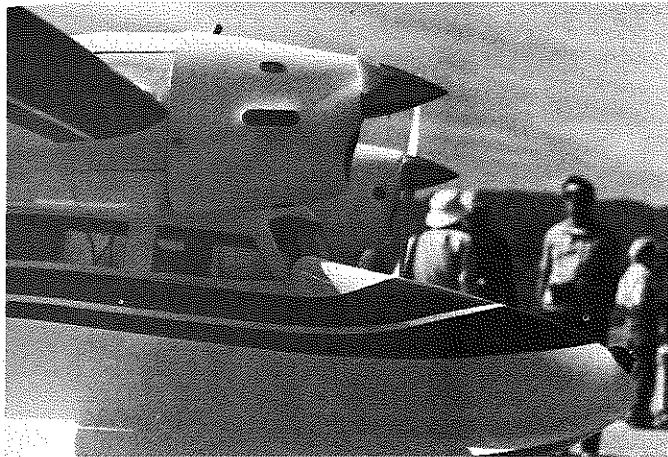
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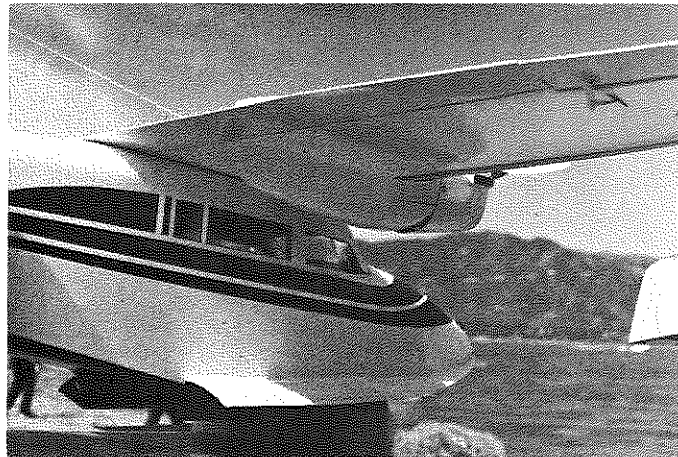
"Zuk" Adamzuk tries out his Sailplane on work pedestal designed and built by George Marshall.



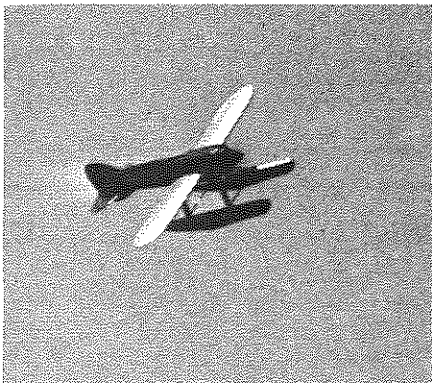
Glenn Christensen's Advanced Hurricane, a chopped Sailplane design by Arle Armstrong, Fresno, Cal. Dig that big DT fuse!



Twin front rotor K & B .40's power Irwin Ohlsson's modified Grumman Widgeon. One and a half pounds of lead in the nose!



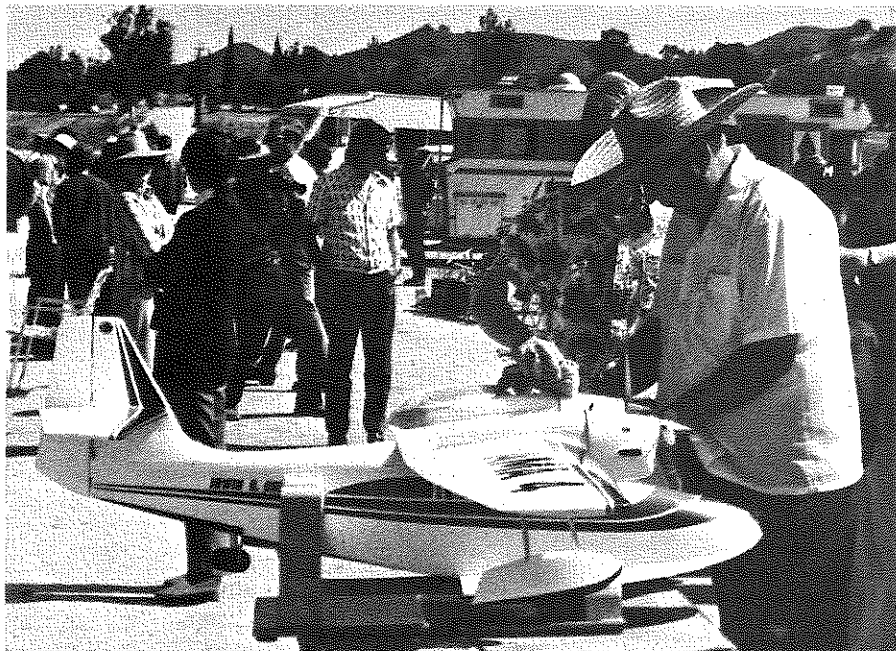
Wide sponsons are most obvious modification Irwin made on the Widgeon. Water handling was excellent.



Granger Williams' Schneider Cup "Mercury" in a high speed banked turn, looked great in the air. Blue fuselage, gold wings.



Dragging in, nose high, the Mercury flew well at slow speeds. Will be published here . . . if Granger can find time to finish up the plans.



Irwin Ohlsson, fourth AMA president, fuels up his Widgeon for the inaugural flight, piloted by Joe Bridi. Third attempt was a glowing success!

The Ohlsson Affair

By JOHN POND

piece of work. Irv decided to have a real unveiling, so sent out better than 175 invitations to come to Lake Elsinore, Saturday, April 27.

Never known as a piker, Ohlsson not only sent invitations to one and all, but included two gorgeous photos of his model. How'dja like to get an invitation that sez on the outside, "Come Fly With Us" Flip over the sheet and you're greeted with the center reading:

"Mr. and Mrs. Irwin G. Ohlsson request the pleasure of your company to witness the inaugural flight of their twin engined flying boat. Place: Lake Elsinore, Northeast section, Date: 27 April, Time: 10 a.m."

"Test Pilots: Joe Bridi
Rex Raymond
Formal Preparation
Technical Advisor: Dan Lutz,
Entrepreneur

Doctor in
Attendance: J.P. Young, M.D.
(Hangover Treatments
only!)

How's that for going first class? No wonder there was a real great crowd on hand. Talk about putting your head on the block!!

The whole thing took on the air of a carnival with Ohlsson setting up a huge sun shelter with plenty of beer, pop, hot dogs (with all the trimmings, of course!), and candy for the kids. In some respects, the gathering took on a real old timer look, with guys such as Zip Gandel, Doc Young, Bob Holland, et al, showing up for the festivities.

During the time the Widgeon was being prepared, the flying activity was extremely high as many of the fellows had brought their seaplanes to help liven up

Continued on page 43

● This may not be direct Old Timer news, but anything to do with Irwin G. Ohlsson is news for the Old Timers. Irwin should be called "Mr. Engine Man," as every modeler in the 1940-50 era had at least one Ohlsson motor in his stable. The sales of Ohlsson engines was phenomenal.

Getting back to what happened, it took Ohlsson almost four years to complete his modified twin engined Grumman Widgeon. To say the least, a gorgeous



6 ft. Wingspan * 56 in. long * Weight (Less Motor) 2 1/2 lbs.
The Finest, Low-Priced Gas Model Kit Obtainable!!

THE SENSATIONAL
RED ZEPHYR
 IS THE ONLY LOW PRICED MODEL
 WITH ALL THESE Vital Features:

PRECISION BUILT! Accurate, fully detailed, full-size drawings and complete Instructions guarantee you a perfect model, easily and quickly constructed.

QUALITY FEATURES! Simply and highly efficient aerodynamic design with low wing loading.

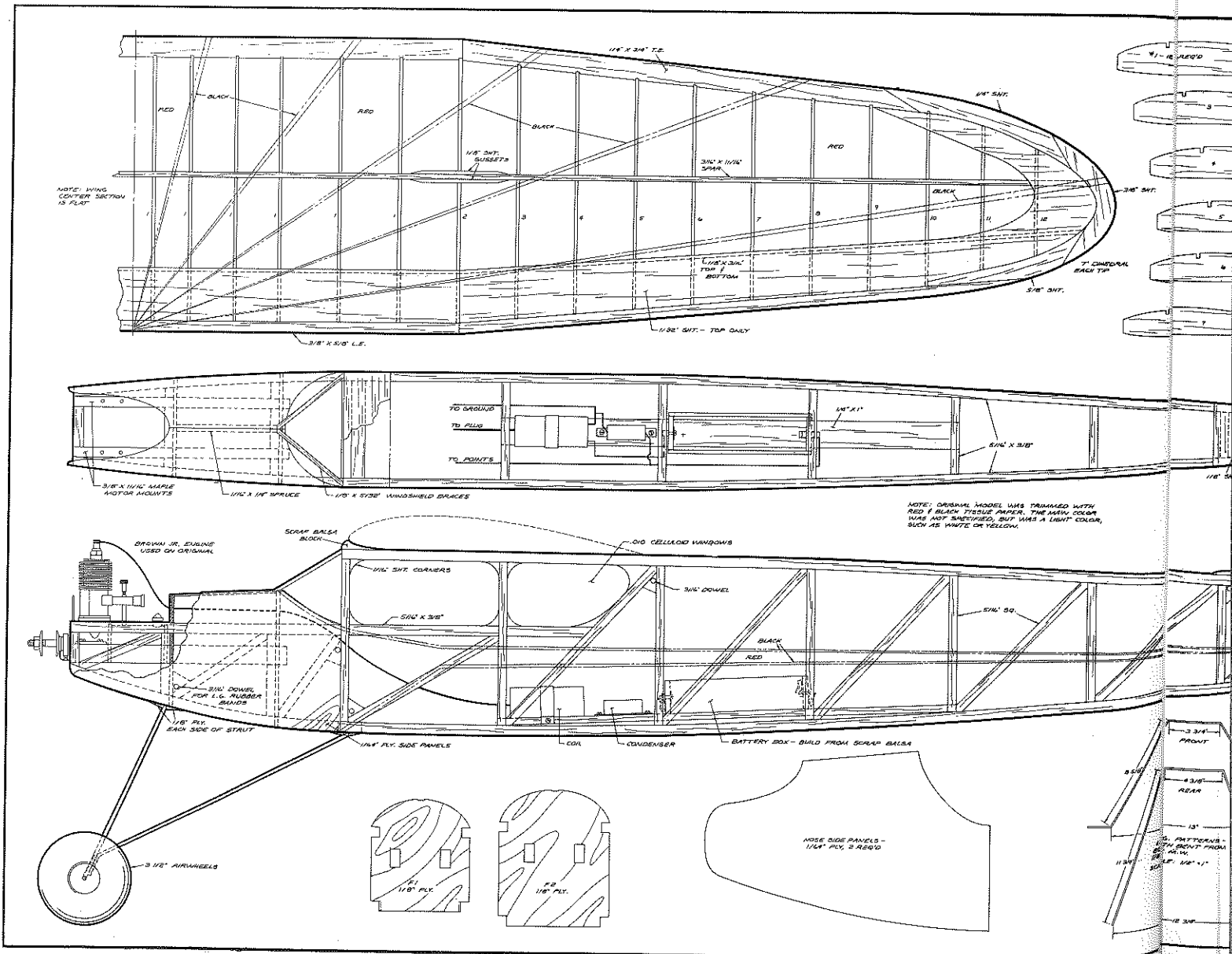
PERFORMANCE! Takes off from the ground unassisted in about 25 feet, climbs beautifully and lands perfectly.

ECONOMY! The most inexpensive GOOD model to buy, so simple in construction that upkeep cost is nothing.

SPECIAL FEATURES! Full shock-absorbing landing gear with new type, easily attached brackets. Vibration absorbing motor mount. Reinforced nose and hood to protect motor. Wings quickly demountable for easy transportation. 3 1/2-inch pneumatic rubber, balloon type wheels; puncture-proof, shock-proof, fine appearing.

BEAUTY! A good and efficient looking ship; colored white with red and black flares on wing and tail surfaces.

GUARANTEED TO FLY!!



OLD TIMER Model of the Month

Designed by: Herb Greenberg
Redrawn by: Phil Bernhardt

● The Red Zephyr was first introduced by Scientific Model Airplane Company in the November 1936 issue of Model Airplane News.

Designed by Herb Greenberg, the Red Zephyr enjoyed long lasting popularity, and its famous sunburst decoration as shown in the magazine ads was faithfully reproduced by many of its builders.

Subsequent ads showed that the Red Zephyr became the gas model Champion of France, with a 25 mile flight, and an endurance record of 1-1/2 hours.

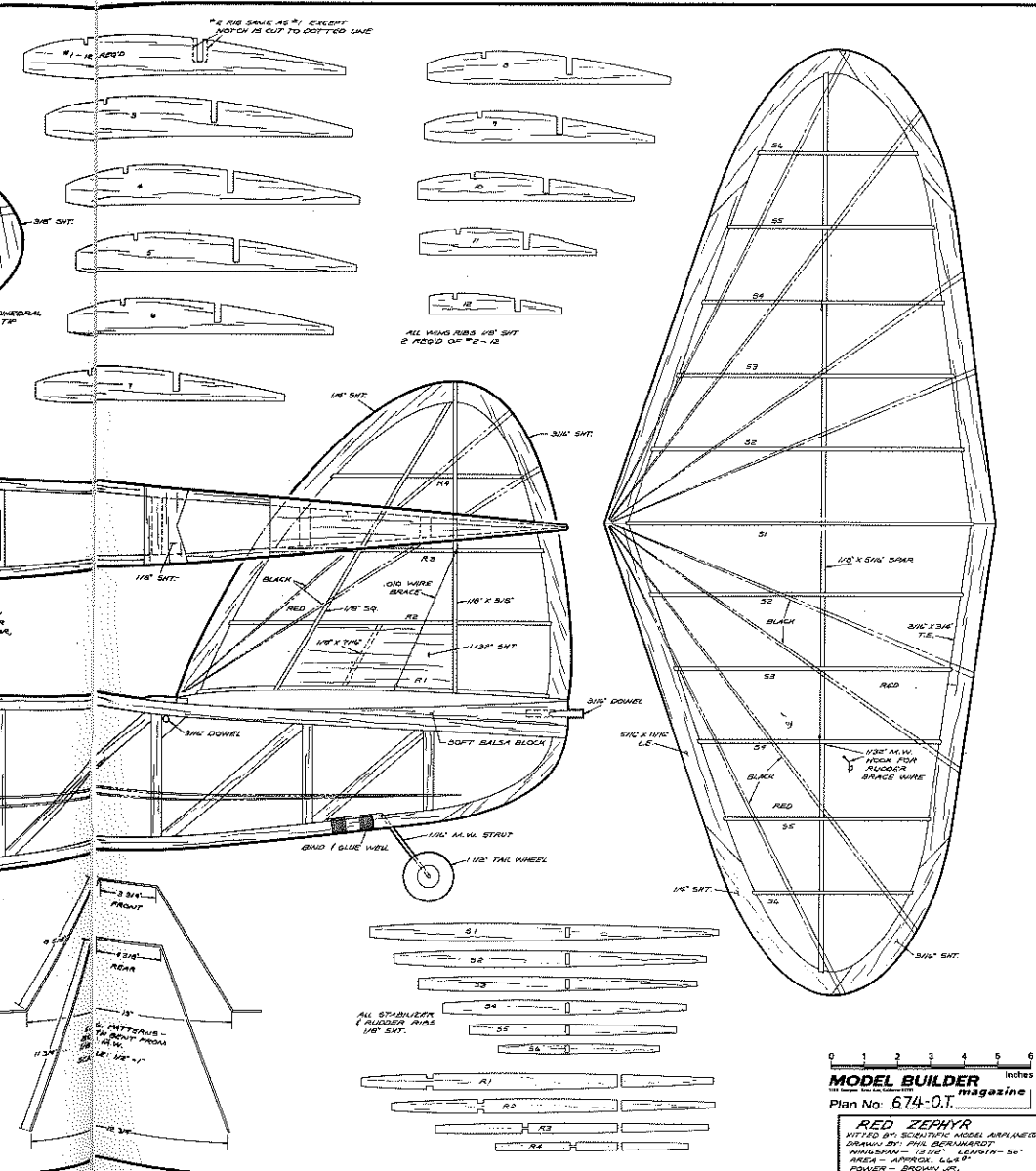
Another ad showed a picture of Roy Marquardt in a group of seven Zephyr modelers who flew them at the Detroit Nationals.

Reproduction of an early Red Zephyr ad (at left) shows how much you could get for your modeling money in the "good old days." Obviously, though, a dollar was worth just a bit more then too.

Here's What This Kit Contains:—

1 pr. 3 1/2 inch Pneumatic Rubber Wheels; Complete Printed out Wood including ribs, bulkheads, wing tips, rudder sections, etc., all strip Wood of finest quality accurately cut to size and ample quantity to build complete model; bamboo covering paper; hard wood propeller blank; rubber; complete set of hardware including nuts, bolts, landing gear brackets and heavy wire; battery wire; washers; etc., 3-ply birch veneer for covering nose; strip spruce for reinforcing parts; large can gas model cement; streamlined tail wheel; complete set of numerals, insignia and lettering for wings and tail; 2 large sheets of Full Size Plans with instructions, photographs, diagrams and detailed illustrations—everything you need to build this wonderful gas model

\$6⁹⁵
(Less Motor)
POSTPAID, or ask your DEALER (See Motors Listed at Left)



Continued from page 40
the writer has to do is to lug them to Lakehurst, M.J.! So get out your big models that qualify for the design date limit of December 1938 or earlier.

PACIFIC ACE COWLS

Mike O'Bryan sent in a photo of his Pacific Ace, deploring the fact that very few copies of this good looking model have ever been built. Powered with a Madewell 49 (an excellent combo) the model practically flew off the drawing board. He successfully managed to lose it on the fourth flight. Forgot to trip the timer, what else?

Two chartered flights from the local airport and two days later, the Pacific Ace was back in his hot little hands. He is now in the process of converting it to R/C, utilizing the shielded box as described a couple of months ago in Model Builder.

The main reason for reporting the success of his Pacific Ace, besides trying to encourage more construction of this type, is to announce that Mike is making cowls for \$4.00. Interested parties should write to Michael O'Bryan, 994 Beacon, Rockledge, Fla. 32955. The cowl should be enough to turn anyone on for a Pacific Ace.

THE LAST SHOTS

Just received the latest SCIF newsletter, "The Flightplug," as edited by R. G. "Brick" Brickner. The editorial included the following statement, "John Pond came up with the best excuse of the year for not flying his R/C Texaco. Claims the motel he stayed in didn't have any wall receptacles, so he couldn't charge his batteries. Everybody send for plans. John has just got to be able to afford better accommodations! Also, we won't believe that excuse twice."

Haw! You characters didn't know I had to use the half baseboard outlet to shave. Talk about that song, "Trailers for sale or rent, Rooms for 50c . . ." It was darn near that bad after our original reservation had been sold out from under us. To top it off, the writer allowed Phil Bernhardt to fly his Champion with batteries that had been charged and used last week! If Phil only knew what was going on. What a sneaky way of getting a new replacement built!!

I'll see all of you characters at the SAM Champs at Lakehurst. Even bought a new convertible for the trip. After all, the trusty Chrysler did have 101,000 miles on it!! Save a trophy for me!

Ohlsson Continued from page 41
the proceedings. Although there was some spectacular flying by a supermarine S6B and a Piranba, the best looking flying was done by Granger Williams. Fortunately, when he brought his Schneider Cup Mercury Racer around for a landing he discovered several kids playing in the water. Gunning the engine to clear, Granger found that it wouldn't pick up

Continued on page 60