

become extremely popular in the east. Event was based on a 20 second engine run with a 10 minute max. Actually, it was precision, as the contestant would lose a point a second for time in the air over 20 minutes. A spot landing circle was available for an additional 50 points, if you touched down inside the circle. Max points for one flight, 650.

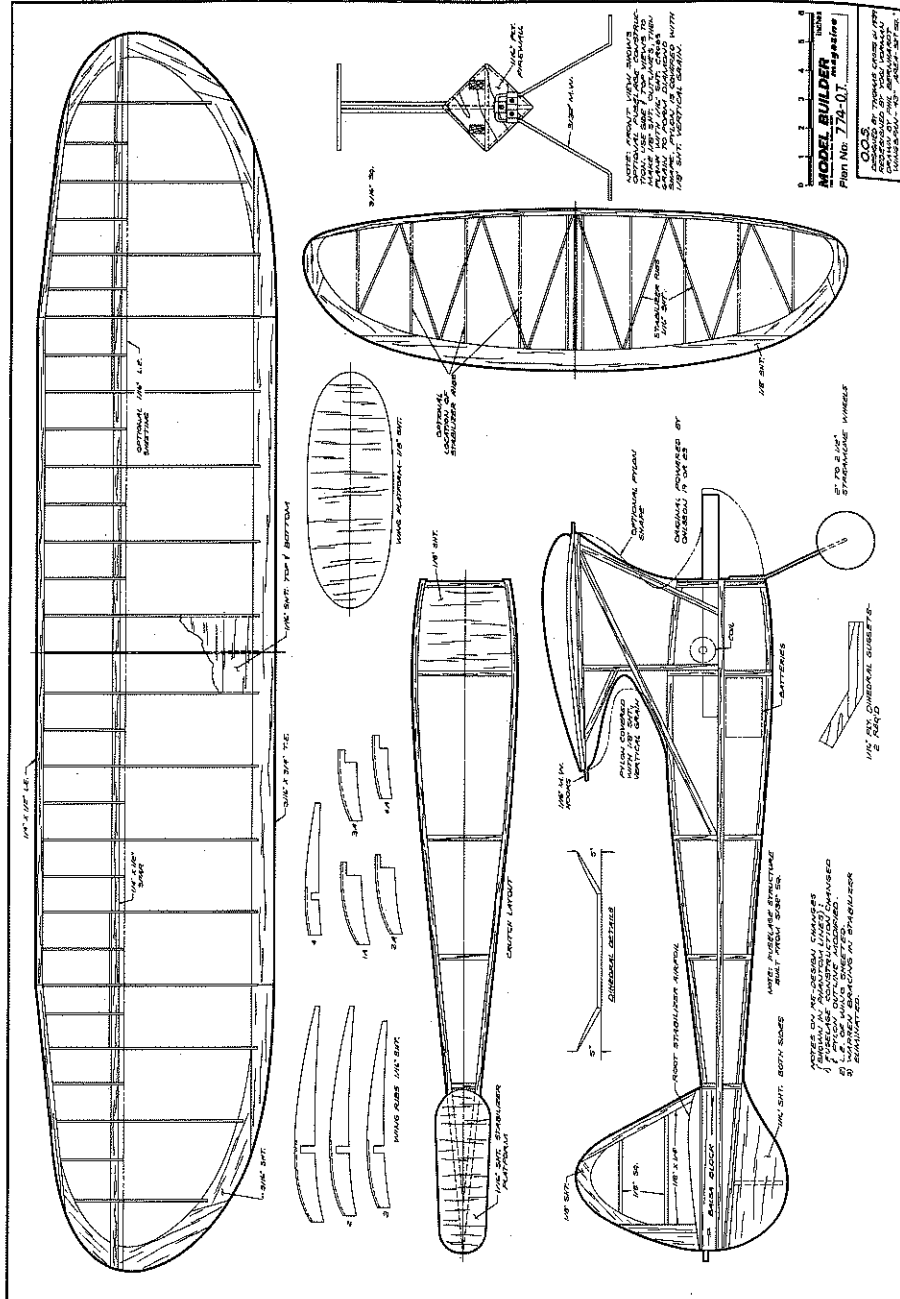
Having helped Gene Bach, Contest Director, set up his processing tables, the writer was puzzled at the lack of models around the general area. A short walk down the line of cars soon revealed the answer. Red Barrows had brought five models for this meet and set them out in the clearing by his van. With so many models in one location, contestants naturally thought this was where the action was! They weren't far wrong.

With thermals a little light for the R/C versions of old time free flights, flying didn't start in earnest until after lunch. Roy Turner from Ft. Smith, Arkansas, knocked the props out from under the boys when he registered a nine minute flight with his Spitfire powered eight foot wingspan Cumulus, a design by Ben Shereshaw. His model represented old timers in the best tradition.

Long flights by Pond and Nick Sanford immediately ensued, as lift was excellent. Nick, flying a radio model for the third time in his life (two test flights at Santa Rosa), almost won the contest, but blew it because of inexperience. The long flight exceeded ten minutes to the extent that all time over ten was deducted to give a seven and a half minute flight. Regardless, fellows pay attention! If Nick Sanford can fly with so little experience, this has to be a fun event anyone can enjoy.

"Panicsville" really set in on Spiro Nickolaw again as he seems to have a propensity for getting his PB-2 so high and far away, that he has trouble determining which way it is going. This time, the model really got away and was not recovered for several hours. Spiro didn't suffer from help as no less than four glasses were on the model or what was thought to be the model. If it hadn't been for threatened loss of the model, the amount of free advice given would have been absolutely hilarious.

Some entertainment was provided by Bill Northrop and his Powerhouse when his throttle linkage stuck on a medium low motor setting. With the engine set at its most economical adjustment, the model flew better than fifteen minutes, with Bill making desperate low passes at the sagebrush attempting to stop the motor. Did you ever try to hit a low object? Needless to say after a record number of entertaining touch and go's, the engine finally ran dry.



NOTES: The meet was a delight from the spectator's viewpoint, with Lennie Curiel and Red Barrows putting up flights. Poor Jerry Otis neglected to read the closeoff registration times and was unable to enter and fly officially. Barrows brought up a video recorder, complete with playback capability. Later viewing of the films proved well worth watching.

RESULTS

- 1. John Pond (Raider) 19:21
- 2. Roy Turner (Cumulus) 14:15
- 3. Nick Sanford (Playboy) 13:30
- 4. Lennie Curiel (Gas Champ) 10:08
- 5. Red Barrows (New Ruler) 9:55

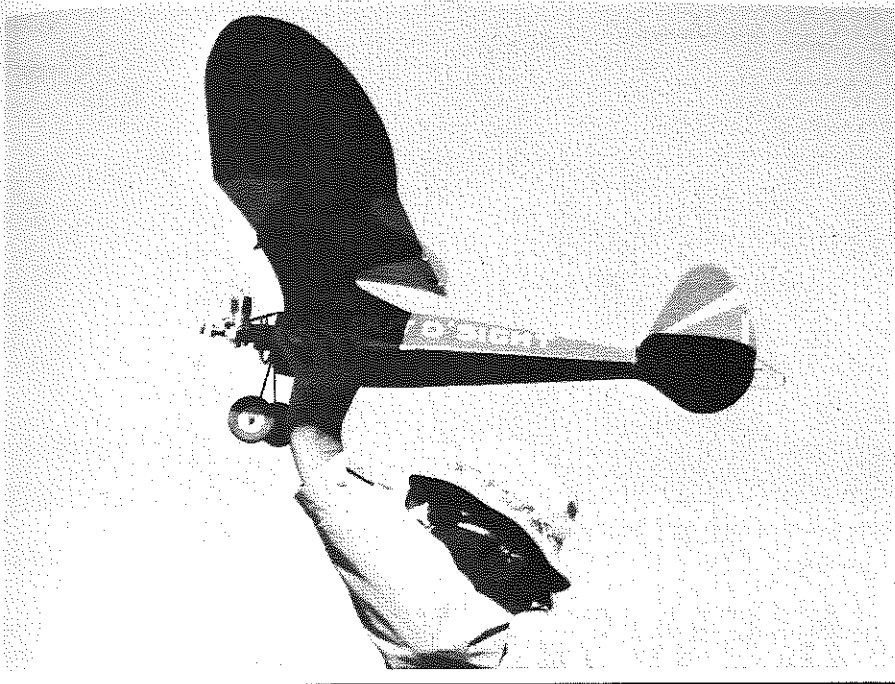
NORTHERN CALIFORNIA NEWS
 Finally heard from the Antique Model Plane Society of Northern California

(AMPS). Dick Dwyer reports their first meet of the year was successful, staging only two events; .020 Replica and rubber combined. Don Wrench won the .020 Replica event with Howard Flohr copping top honors in the rubber competition.

Of great interest is the announcement that the 14th Annual Stockton Old Timers contest (the original!) will be held in conjunction with the Fresno Gas Model Associations Annual. This will be a two day meet running on September 28 and 29. No mention of the events to be held, but reports indicate all standard SAM events will be included.

The paper put out by the AMPS called the AMPS - METER is undergoing some big changes, according to Dick Douglas who is spark-plugging the effort. Among the things he proposes to do to make the newsletter more interesting is to establish a photo page, a buy-sell-swap column, publication of

FULL SIZE PLANS AND STICK 'EM PATTERNS AVAILABLE - SEE PAGE 72



OLD TIMER Model of the Month

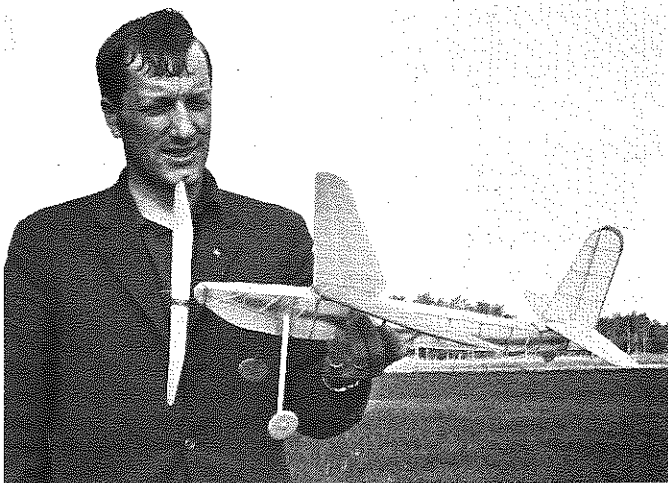
Designed by: Tom Cross
Redrawn by: Phil Bernhardt

● The Out O' Sight was patterned after the Megow Ranger, and was first built in September, 1939 by Frank Cross (killed in WW II as a bomber co-pilot). It flew out of sight at its first contest, which determined its name and also earned it first place.

The design was adopted by the Chicago Model Nuts as the club model. Hal Beebe lost the first of many to fly away. Warren H. "Yogi" Vorman also won many places with the design. The last O.O.S. was lost by Yogi at the 1948 Chicago Aeronut contest.

Authentication of the design was made in 1956 by Jim Baron and in 1956 by Warren Vorman. Dotted lines indicate changes made by Vorman, including the simplified, all sheet diamond fuselage. ●

Bob Bisset placed 4th at BAC/DC Meet with his "Out O' Sight". One of the better looking offshoots of the original '37 Zipper.



Ove Pettersson, of Vastra Frolunda, Sweden, displays a 1937 rubber design by Arvid Palmgren.



Terry O'Meara turned out this light weight Cavalier 60. Note lack of planking on fuselage.

badly needed field maps, and more reports on the flying! This is something that is badly needed in this area. Lotsa luck, Dick!

OLD TIMER CHAMPS, WESTERN STYLE

As previously reported back in February, the Boeing Hawks have organized what they call the "Washington-Oregon Old Timer F/F Champs." Held in conjunction with the Norwesters MAC of Portland, Oregon, this one day contest offers the following events:

Ignition Pylon, Ignition Cabin, Glow Cabin/Pylon Combined, 30 Second Antique, .020 Replica, Stick Rubber, and Cabin Rubber.

In the event you can't get to the "biggie" at Lakehurst NAS, this meet to be held on July 7th at Harts Lake Prairie, Fort Lewis, Wash., offers a good alternate way to go. Donald J. Dodd of 10848 32nd St., S.W. Seattle, Wash., 98146, will be the Contest Director and all inquiries should be referred to him.

Might also mention that trophies are to third place in each event, plus oodles of merchandise prizes for following places. Makes it worth your while just to enter!

BOO-BOO DEPT.

Received the latest contest notice from the Central Jersey R/C Club announcing a six-event "SAM Warmup" meet. Of course, by the time this hits print, the contest will have been history but the point that James W. Clark makes is that the Nov. 4 O.T. meet at Lakehurst was staged by the C.J. R/C Club. Jim further states no hard feelings as any publicity for these exciting O.T. R/C events helps everyone.

SUGGESTION CORNER

The writer has received several letters from readers (that makes two!) asking for more pictures of rubber powered models. In rebuttal, the writer sez, send in those photos! We hate to publish too many photos of local activity as the

column starts to get a provincial look. However, we will dig up some pics to show rubber activity is quite healthy.

ENGINE CONVERSIONS

We have more or less taken it for granted everyone knew about Bruce Chandler and his engine conversion service, when we gave plugs to other companies offering the same. It now appears this columnist has been remiss in his reporting as Bruce Chandler has greatly expanded his line of spark ignition engines.

Chandler's latest addition is his Black Knight .10, which supplants the Cox .09 conversion motor, as the Cox .09 is in extremely short supply. These new .10 engines look and run real great. Also worth mentioning is Bruce's new accessory line which includes such items as coil, condenser, V-2 Spark plugs, clockwork shutoff timers, and many others.

Your best idea is to write Chandler Engineering Co., 7858 Farralone Ave.,

Continued on page 50