

Speaking of Valkyries, here's one by SAM 7's George Armstead. Fuselage is 1/32 sheet wrapped over 1/16 longitudinal sheet, makes a light and strong framework. Brown Jr. power.

CLASS AB

- | | |
|-------------------------------|-------|
| 1) Rick Kultti (Bombshell) | 14:35 |
| 2) Don Bekins (Playboy Cabin) | 10:02 |
| 3) Hal Cullens (Albatross) | 9:48 |

ANTIQUÉ

- | | |
|---------------------------|-------|
| 1) Bob Hughes (Dallaire) | 29:56 |
| 2) Jim Kyncy (Gas Bird) | 29:10 |
| 3) George Hindman (Lanzo) | 25:38 |

3/2A TEXACO

- | | |
|-----------------|-------|
| 1) Don Bekins | 19:41 |
| 2) Jack Alten | 12:19 |
| 3) Bob Anderson | 8:24 |

CLASS C

- | | |
|----------------------------|-------|
| 1) Don Bekins (Playboy) | 21:00 |
| 2) Jim Kyncy (Playboy) | 16:08 |
| 3) Hal Cullens (Albatross) | 15:29 |

TEXACO

- | | |
|---------------------------|-------|
| 1) Eut Tilson (Westerner) | 30:56 |
| 2) Jim Kyncy (Gas Bird) | 28:44 |
| 3) Don Bekins (Gas Bird) | 23:30 |

SCIFS ANNUAL "KICKOFF"

Free flight got off to an excellent start in 1980 when the SCIFS held their "Kickoff" on March 8 and 9 with excel-

lent weather prevailing. It was probably one of the best all-around flying weekends in Taft that Old Timers could remember.

To show how conducive good weather is to a good contest, there were 77 entries in the various events. Very few crackups were noted, but those that did occur were dandies, to wit: Bruce Chandler rekitting (again!) his Super Skyrocket while Al Heinrich, not to be outdone, stuck his Foo-2-U-2 in very convincingly.

A new face in the rubber winners, Ed Lidgard (yes, they eventually all come to California!) placed third with a Comet Sparky! Just wait until he builds one of his super Wakefield designs! That'll make the boys step! Talking about rubber, another newcomer to the silent side of modeling, Wade Wiley, produced a 1932 Gordon Light Wakefield Winner that shows excellent promise. When he gets some turn in it, he won't

have to settle for second place! Wanna see what the boys on the West Coast are using? Well, look over the results:

COMMERCIAL RUBBER

- | | |
|--------------------------------|------|
| 1) Andy Faykun (Orr Chieftain) | 9:00 |
| 2) Wade Wiley (Gordon Light) | 8:20 |
| 3) Ed Lidgard (Sparky) | 9:19 |

O.T. RUBBER

- | | |
|------------------------------|-------|
| 1) Art Corvella (Hi-Climber) | 12:51 |
| 2) Leon DeWitt (unknown) | 12:30 |
| 3) Wade Wiley (Gordon Light) | 11:47 |

30 SECOND ANTIQUE

- | | |
|--------------------------------|-------|
| 1) Larry Clark (Miss Delaware) | 11:33 |
| 2) C. Large (Long Cabin) | 8:30 |
| 3) J. Ogg (Powerhouse) | 8:16 |

CLASS A PYLON

- | | |
|--------------------------|------|
| 1) Cliff Silva (Ranger) | 9:35 |
| 2) W. Weathers (Playboy) | 9:34 |
| 3) Al Hellman (Ranger) | 9:07 |

CLASS B PYLON

- | | |
|----------------------------|-------|
| 1) Jim Persson (Zipper) | 13:54 |
| 2) Bruce Chandler (Zipper) | 12:31 |
| 3) Bob Oslan (Ranger) | 11:38 |

CLASS C PYLON

- | | |
|-----------------------------|-------|
| 1) Bruce Chandler (Demon) | 12:20 |
| 2) Jim Persson (Playboy) | 10:35 |
| 3) Al Rasmussen (Sailplane) | 9:54 |

CLASS A CABIN

- | | |
|-----------------------------|------|
| 1) Bob Oslan (Flybaby) | 9:46 |
| 2) Bill Cohen (Cabruuler) | 8:56 |
| 3) Bruce Chandler (Coronet) | 7:37 |

CLASS B CABIN

- | | |
|--------------------------|------|
| 1) Al Hellman (Clipper) | 9:34 |
| 2) T. Heiser (Dodger) | 9:25 |
| 3) Ross Thomas (So-Long) | 7:35 |

CLASS C CABIN

- | | |
|-----------------------------|-------|
| 1) Jim Ogg (Bombshell) | 11:34 |
| 2) Bruce Chandler (Clipper) | 9:57 |
| 3) Bill Cohen (Buccaneer) | 7:41 |

.020 REPLICA

- | | |
|-------------------------------|-------|
| 1) Bob Oslan (Strato Streak) | 17:52 |
| 2) Al Rasmussen (Playboy) | 16:51 |
| 3) Jack Jella (Strato Streak) | 8:48 |

Continued on page 104

STRATOSPHERE

OLD TIMER Model of the Month

Designed by: Henry Cole

Drawn by: Al Patterson

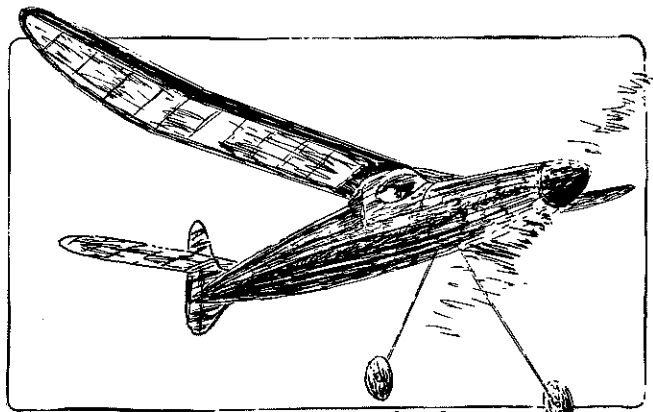
Text by: Phil Bernhardt

• Henry Cole's "Stratosphere," from the May '41 M.A.N., is one very distinctive looking model, with its unusual cabin and multi-stringered fuselage and semi-T tail. The airplane was so successful that the designer's later and slightly larger high-performance ship, the "Smoothie," is basically similar in layout except for the landing gear and tail surfaces. Both are all-out contest models and will more than hold their own in O.T. rubber competition today.

Rubber models had to meet a minimum weight rule in those days. Cole's strategy with the Stratosphere was to build an extremely light streamlined airframe, then bring it up to the weight rule with a heavy motor to give as high a power-to-weight ratio as possible for

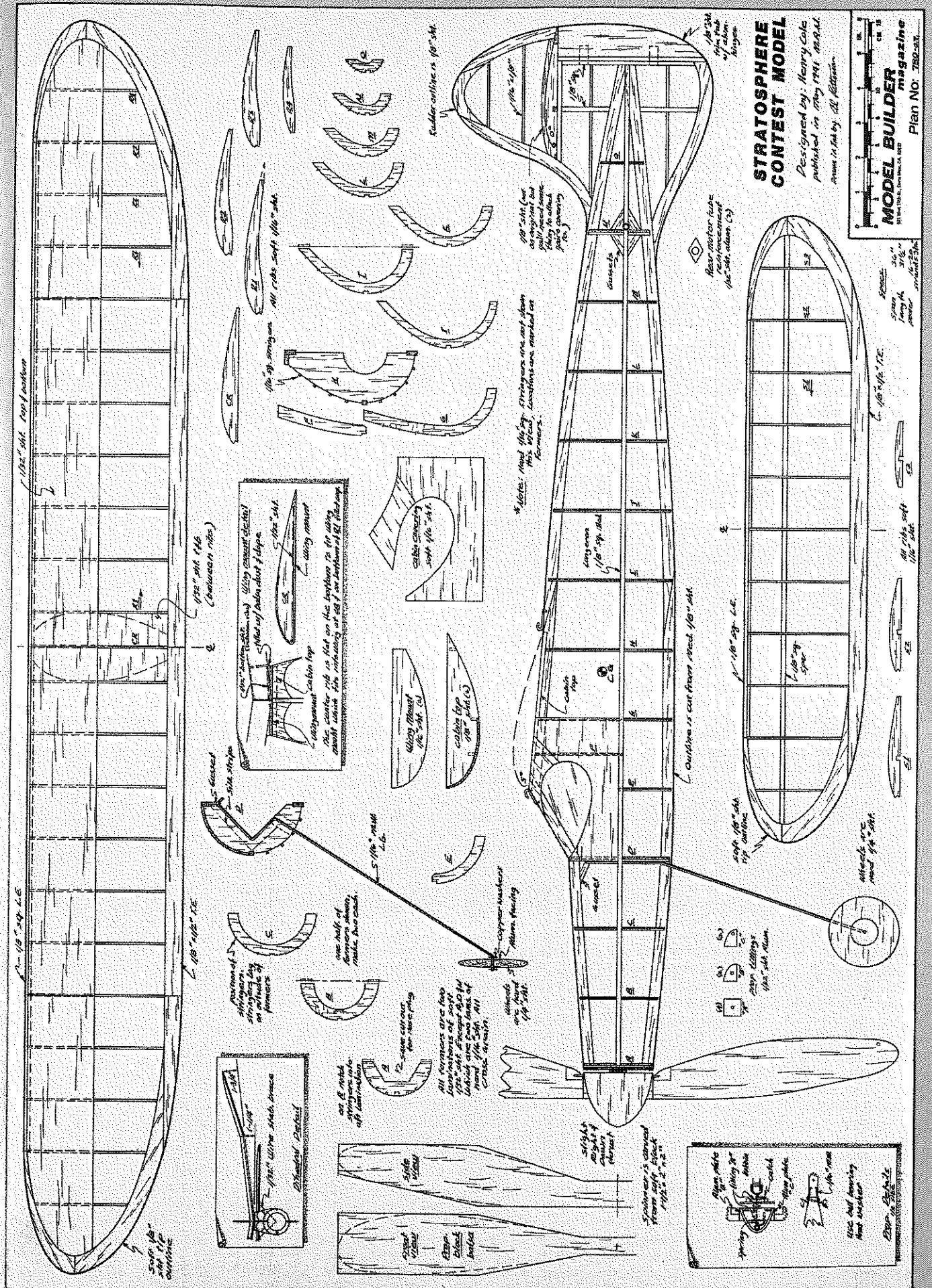
maximum climb. Recommended power is 20 strands of 3/16 rubber ... pretty potent for this size ship.

In spite of what looks like a complex structure, the Stratosphere is fairly simple to build. The wing has no spars, relying solely on the top 1/32 sheeting for strength and also to reduce covering sag between the ribs. The fuselage is built on the half-shell, where all the half-formers on one side are glued to the top and bottom keels before turning the assembly over and adding the opposite former halves. Stringers are laid on top



of the bulkheads, making it easy to get them straight and also bypassing the tedious job of cutting a million notches in the bulkheads.

The high-mounted stab and wire stab brace makes a pop-up stab DT kinda tricky. One possibility is to make the stab in two halves with a short center section mounted in the fin. The two halves could pivot on a short 3/16 or 1/4-inch aluminum tube axle located just forward of the 1/8 sq. spar. The wire brace could probably be left off without too much grumbling from the purists. •



STRATOSPHERE CONTEST MODEL
 Designed by: Acary Cole
 Published in May 1941 model
 from 1st ed by Bill Pittman

MODEL BUILDER
 magazine
 Plan No. 742-517