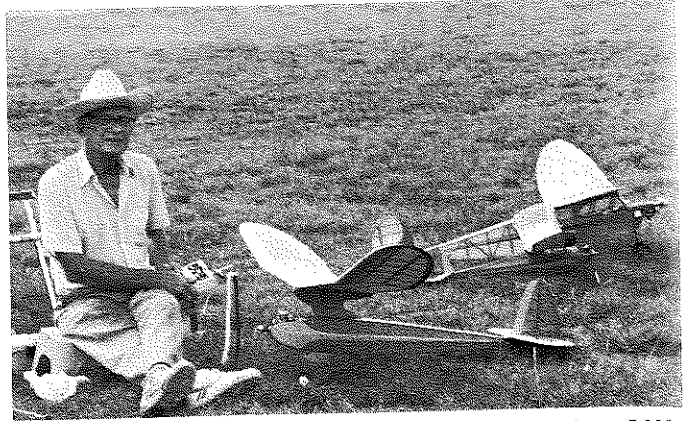


17. A Lanzo R/C *Stick* built to fly Free Flight. Modeler is Tom Rice.



18. Rogers Barton takes time out between flights at La Junta SAM Champs. See text.

those frantic years of 1946 thru 1949 where more new engines made their appearances than any other time in modeling history.

SAM AT WRAM SHOW

Everett "Woody" Woodman reports that the SAM Booth at the WRAM trade show turned a small profit from the raffle of a Sal Taibi *Powerhouse* as donated by Bob Peru of Championship Model Aeroplane Co., P.O. Box 891, Woodbridge, NJ 07095. R.G. "Dusty" Miller of Schenectady was the lucky winner. SAM was the winner also, to the tune of \$50 after expenses.

Woody thought the *Powerhouse* kit was excellent. If he had realized how good it was, he would have never scratch built the *Powerhouse* as seen in Photo No. 7. This time of year (February) is a little rough for take-off areas so Woody put the model on floats.

As a sidenote by this columnist, many modelers have found what a great seaplane combination the *Powerhouse* is. Not many remember, but the *Powerhouse* scored its first win on floats at Lake Hopcatong. It flies equally well as a free flight or radio control.

ANTIQUÉ ENGINE ALBUM

Some time ago, this columnist mentioned that Pond Associates was putting out full-size drawings on 100-pound, card weight paper of all engines with the write-ups that have appeared in *Model Builder*. As of this writing, the complete "paste-up" has gone to the printers, and by the time you read this, albums will be in the hands of those who had the foresight to preorder.

Based on the sales of the first album, "Antique Plans of Yesteryear," this new album of engines will be limited to an initial printing of 200 copies at the same price of \$24.95 postpaid.

Present plans call for two albums of "Antique Engines" to be produced. Each will consist of 50 drawings in a silk screened, three ring binder of high quality. As additional engine drawings are produced and made available, these will be sold individually for the engine collector or interested modeler to insert in his binder to suit his taste.

The drawings are all of high quality, as has been the hallmark of Allen Pond, the engine draftsman. They are made as accurately as the engine model being

used. These should be the comparison standard for years to come.

"YOU DID IT TO ME, AGAIN!"

So says Ed Mate of 3647 N. Wilton, Chicago, IL 60613, when this columnist gave credit to Bob Larsh for the data on Claude McCullough's *Brigand* for certification as an Old Timer.

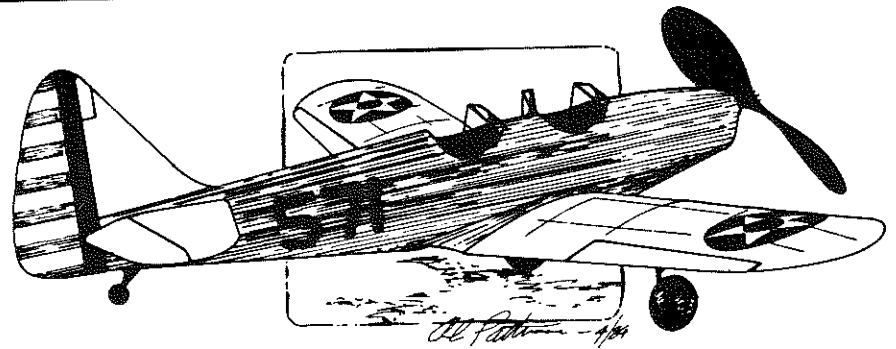
Ed says he won first place in Class C at the 1947 Minneapolis Monticello Nationals with a *Brigand*, having built it from Model Craftsman plans, scaled up. Ed goes on to say, "Claude always provided grid marks on the edges of his drawings to make scaling easier. I also sent you the data on McCullough's *Gnat*, so the *Brigand* is not the latest approved SAM design." (Anything approved within the past several years is the latest to this writer.)

"During spring vacation, I worked for Wally Simmers and Frank Garcher when I was 14 years old. I sanded balsa and made up *Gollywock* kits to earn money for the *Brigand*. My judgment was vindicated when I took first at the Tall Corn Champs in Ottuma where I stayed with Claude McCullough and his family."

Photo No. 8 shows Ed in his younger days in 1947 with his hot performing *Brigand*. Thanks to some trimming advice from Claude, the model was lost on its last ten-minute flight. When the model was found, in the cornfields, some wonderful carpenter made a special shipping crate.

"The *Brigand* was later converted to glow, but never did perform as well as the ignition setup. As dethermalizers

Continued on page 90



FAIRCHILD PT-19

OLD TIMER Model of the Month

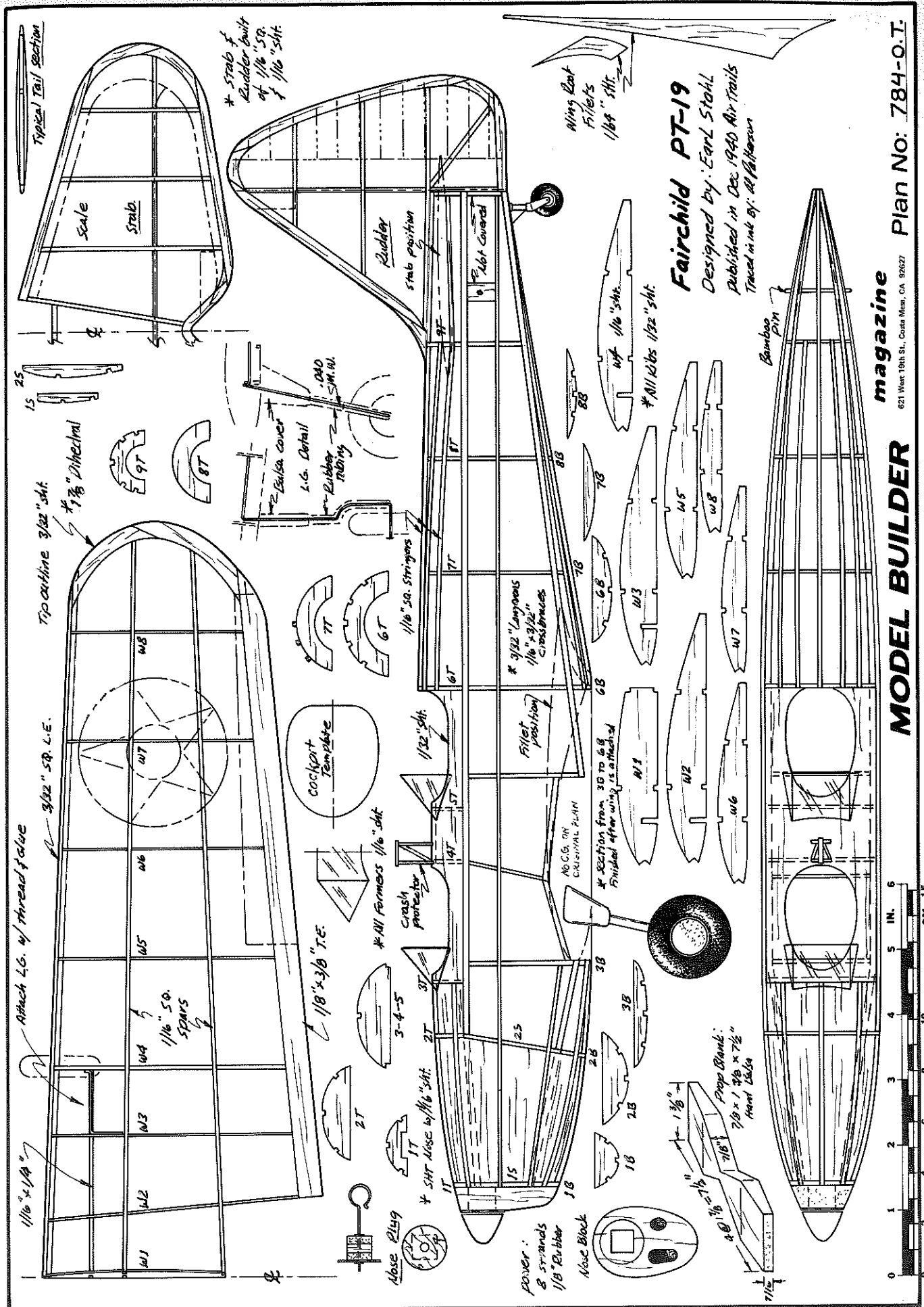
Designed by	Earl Stahl
Drawn by	Al Patterson
Text by	Bill Northrop

• What a combination! Earl Stahl's rubber scale models are legend, and so is the Fairchild PT-19. This perfect coupling took place for the December 1940 issue of *Air Trails*, where the plans were printed full size on a two-page

spread. Although the span is 23 inches, this presented no space problem, as the magazine was 10x13-1/2 inches in those days.

According to Stahl, the only scale modification, to improve free flight stability, was a slightly enlarged stabilizer. Scale dihedral was 1-7/8 inches, as used on Stahl's original, but he suggests an additional 1/4 inch in each panel. Covering is blue and yellow tissue.

The original, with 8 strands of 1/8-inch rubber, climbed in large left circles and glided to the right. •

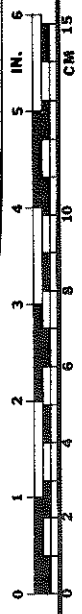


Fairchild PT-19
 Designed by: Earl Stahl
 Published in Dec. 1940 Air Trails
 Traced in ink by: Bill Hoffman

magazine
 621 West 19th St., Costa Mesa, CA 92627

MODEL BUILDER

Plan No: 784-O.T.



Attach L.G. w/ thread & glue

3/32" sq. L.G.

Tip outline 3/32" sh.

Typical Tail section

* Straps & Rubber built of 1/16" sq. & 1/16" sh.

Wing Root Fillets 1/84" sh.

Bamboo Pin

Prop Blank: 7/8" x 1 3/8" x 7 1/2" Hand Laid

Fuselage Cover: 2 strands 1/8" Rubber

No. 66 5/8" CRITICAL PLAN

* Section from 30 to 68 finished after wing is attached

* 3/32" Longons 1/16" x 3/32" crossmembers

1/16" sq. Strips

Cockpit Template

1/8" x 3/8" T.E.

* All Formers 1/16" sh.

Crash Protector

* 5/16" Nose w/ 1/16" sh.

Nose Block

Nose Plug

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