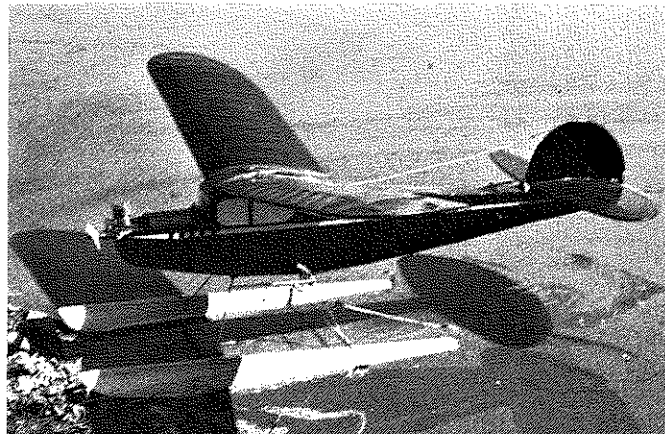


An Arden .09 powered Cleveland Viking, by Al Heinrich, of Pomona, California. A real cutie!



Another South Bay seaplane model, this time a Sal Taibi Powerhouse, by the late Stan Smith. Nose appears to be stretched.

of 10,000 rpm. The aluminum engine featured a steel cylinder with aluminum piston and steel rings. Specifications call for setting the spark plug at .010 and the breaker points at .020. (The writer prefers .012 on the breaker points).

The engine collectors should be interested, as Ralph Gould has a Syncro Ace still in the box (although it has been run). Ralph says he is open for any offers, so if your stable of engines is missing a Syncro Ace, here's a chance to acquire one. Write to Ralph at 2344 Thorn Tree Lane, Ortonville, Michigan. 48462.

AMA'S 50TH ANNIVERSARY

Trust Bert Pond to take the writer to task for lightly glossing over the fact that the Nationals at Wright-Patterson AFB this year will be the 50th year of National model competition.

As Bert notes, the first meet was all

free flight, and 50 years later, the heaviest event entry is still free flight. This is a real landmark for any type of hobby.

As most of you old timers already know, the SAM Championships will be a part of the National Model Airplane Championships, leading off the festivities on July 31, Aug. 1 and 2.

According to SAM President Joe Beshar, the welcoming bean feed will *not* be held at Wright Field. The fun will be at the Student Union at Wittenberg University. Bob Laybourne has been able to get the local professional people to sponsor the entire cost. That ought to bring out you free loaders!

Also worth mentioning is that Joe Beshar has been busy scrounging donations off the various modeling magazines. He has gotten as much as \$250.00 apiece from Model Airplane News, R.C.M., Flying Models, and our own Model Builder. This makes \$1000 for

trophies. The writer wonders what the heck is going on. The original idea of fun appears to be evaporating with big fancy awards being put up for the trophy hounds. How about that Joe?

U.S. FREE FLIGHT CHAMPIONSHIPS

While the U.S. Free Flight Championships will be reported by many of the modeling magazines, this columnist will confine himself to observations on the Old Timer phase of flying.

Upon arriving on the field, the writer noted that the large horseshoe of cars, campers, tents, etc., that surround the flying site was a little lopsided this time. The east side, where the old timers were located, was without a doubt, the longest leg of the U-shaped perimeter. No question about it, the old timer activity was truly impressive, with 77 entries on Saturday and 74 on Sunday! As usual, there was no old timer flying on Monday,

Continued on page 66

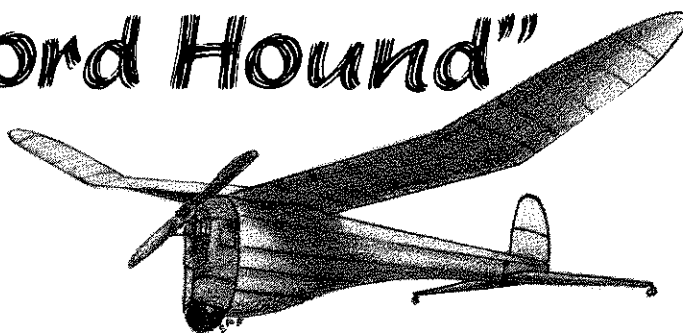
STRUCK'S "Record Hound"

OLD TIMER Model of the Month

Designed by: Henry Struck

Redrawn by: Al Patterson

Text by: Bill Northrop



• Though not as well known as some of the more popular Struck designs, the "Record Hound" had an unusually business-like appearance and incorporated many new ideas in design and construction techniques. Being true to its name, it set a 1939 NAA (before AMA was established) record with a three-flight average of 5:41, and this in relatively dead, mid-winter Eastern air.

The Record Hound was published in the August 1939 issue of Air Trails, from which our plans were drawn. Construction of the flying surfaces is pretty conventional except for the rib stiffeners . . . not caps as we use today,

but rather, strips of 1/16 x 3/16 glued perpendicularly along the side of each 1/16 sheet rib.

Without the four-step isometric drawings in the article, you may need help on the fuselage. The upper and lower frames are built first, over the plans. (Note that longerons overhang front crosspieces by 3/32 of an inch). The upper frame is then removed and mounted over the lower frame, using temporary spacers to maintain correct height while the uprights are installed. Next add the plywood firewall bulkhead. Now soak the bottom longeron in water and then run it over a soldering iron or other

hot metal until you have the approximate side-view shape. Mount the longeron by gluing to the firewall and fitting temporary vertical braces. Cut actual uprights to approximate length, glue in place against the corners of the longeron, and trim off bottoms when dry. Now cover the upper frame sides with 1/16 sheet. Finally, a 3/16 x 3/4 soft balsa cap strip is added to the bottom, side stringers of 1/8 x 1/4 are glued on, and miscellaneous fillets are added.

For once, we're not going to say that the O.T. Model of the Month will make a good R/C model . . . it just ain't the type!