





Nick Sanford has better luck with free flights. He always gets the Corben Super Ace back, but the R/C Scram . . . scrambled!



Grrrunt! Hugo Lung "assists" his Boehle Giant into the air. He's a member of the SCAMPS.

contest on the subway, carrying his Atom powered gas model in a shopping bag! Before the boys had quit laughing, Louie had won first place in Class A and was taking the subway home! Some of the best known designs employing the Atom engine were Louie Garami's designs. To name a few; Stratostreak, Half-Pint, Wahoo, the redoubtable Molecule (Nats winner!) and a series produced for Polks called Hummingbird, Eve, Haymaker, et al.

No one uses Atom engines now, as most of the engine collectors have stored them away for posterity. If you have one, keep it, and enjoy it!

SAN VALEERS ANNUAL

Who would have thought there could

be an encore to the National Free Flight Championships at Taft over the Memorial Holiday? Bob Hunter and Co. (San Valeers) proved for once and all, the proximity of a big contest need not detract from the size of another.

Employing a clever gimmick, Bob wrote all interested sponsors for donations in the form of money rather than merchandise. This proved so successful that when the writer submitted his check to sponsor an old timer event, he found that Gene Wallock, of P&W, had paid for all seven events! Wotta good man!

According to early reports from Jack Transue (attending the O/T R/C meet on Sunday), the old timer events had drawn over 120 entries by then! This is

not to say what the regular free flight events were drawing! To help spur interest in entries, Bob came up with the terrific idea of giving away a brand new Honda 600 motorbike for the Sweepstakes prize (co-sponsored by Taft Honda). The boys were really scrambling for that one, but Bruce Norman, flying basically the old timer events only, came out as top man! This made the 26 hour drive from Texas well worth it! Rumor has it that Bruce is trying to wangle a transfer to the West Coast for the good old timer flying out here.

Interestingly, the .020 Replica event was run on the basis of three flights only (something the writer has been plugging

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## PURSUITEER

OLD TIMER Model of the Month

Designed by: Pete Bowers

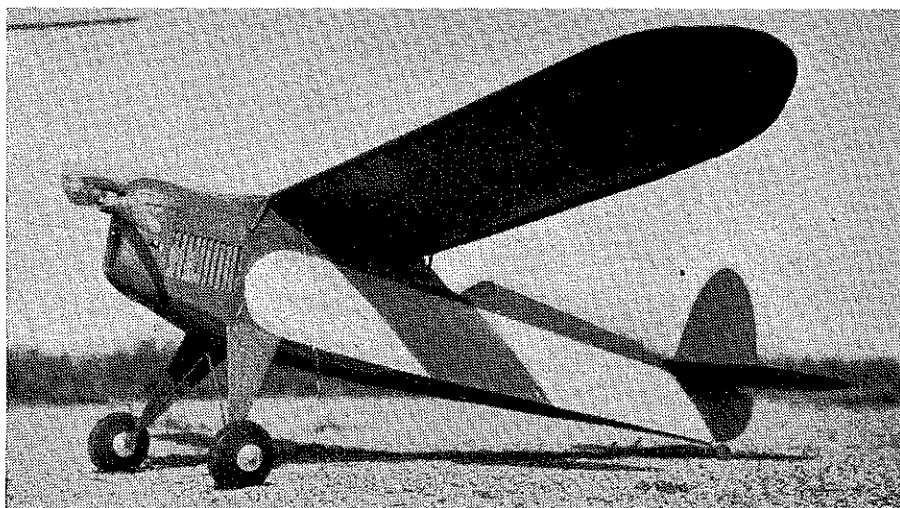
Redrawn by: Phil Bernhardt

Text by: Bill Northrop

• Pete Bowers always had a knack for designing clean, simple, functional, and sharp looking models. The talent carried over into his famous Fly Baby Homebuilt, which even he must admit, is nothing more than a BIG model.

A prime example of his design skill is this snappy little "Pursuiteer," which was published in the December 1938 issue of Air Trails. Though it was de-

*Continued on page 65*



many others) do it *not* by modifying engines, but by very patient engine break-in, hours of selecting proper props (I personally spend more time selecting props and recording values than I do building), and building superior aircraft that will go fast with mediocre engines. They also fly very close to the pylons. All things being equal, the proper prop selection separates the men from the boys in QM, not the other things. There too many good aircraft designs and superior pilots of equal ability."

The following report comes from Dick Scanehorn, editor for the F.O.R.K.S.:

"The Fairfield Ohio Radio Kontrol Society (F.O.R.K.S.), an A.M.A. chartered club located in Lancaster, Ohio, held its annual Invitational Quarter Midget Pylon race on Sunday, June 1, 1975. Jim Slater, well known as an active R/C'er, was contest director. Competitors this year included representatives of the Delaware Model Airplane Club (Delaware MAC), Mentor (Ohio) Area Radio Control Society (MARCS), Fort Wayne (Indiana) Flying Circuits and local members from the F.O.R.K.S. This one day event in the past has had several dozen contestants, however, severe thunderstorms on the preceding day and evening limited the contestants this year to a total of ten.

"The race was staged in ten rounds with three heats per round, racing the standard two mile pylon course. Three planes were competing in each heat, with a maximum of three points for first place, providing the winner made a smooth landing with engine idling. Unacceptable or dead stick landings resulted in a deduction of 1/2 point.

"Bill Weesner, from the Ft. Wayne Flying Circuits, took first place honors, edging out Don Love, from F.O.R.K.S., by a narrow margin, as Bill won his ninth round heat, head-on-head against Don. A.E. (Ed) Nobora, from MARCS, captured third place. Weesner's hottest single lap as 11.1 seconds, or a lap speed exceeding 65 mph. But that wasn't Bill's 'big show' of the day. Going into the tenth round, Bill needed only a 1/2 point to tie Don Love; which he could get by just finishing in 3rd place, even with dead-stick landing. A third place with 1/2 point for landing or a second place would win the meet for Bill. Well, Bill won his tenth round heat, took a 180° turn to line up for a victory roll over the field . . . and his plane crashed . . . the airborne battery pack was dead! All the observers agreed, Bill couldn't have made another lap if he had to make up a cut. Bill's flying, not luck, won the match; but his bad luck came just late enough so it wasn't a problem."

**Pursuiter . . . . Continued from page 31**  
signed and built almost 40 years ago (when published, it had been around for

PYLON POWER

## FOR QUARTER MIDGETS

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C/L GOODYEAR  
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DISPLACEMENT: 2.47cc (0.151 cu. in.)  
BORE: 15mm (0.590 in.)  
STROKE: 14mm (0.551 in.)  
WEIGHT: 210 grams (7.47 oz.)

NON-THROTTLE VERSION SHOWN

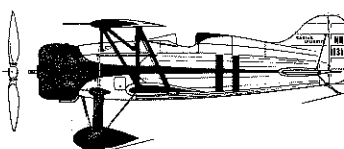


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two years), it is probably one of the most "R/C-able" old timers ever to appear.

Activating the tail surfaces is a simple matter of substituting two 3/16 sheet spars in place of the single 1/16 sheet spar shown. Build the surfaces in one piece, placing the spars 1/16 inch apart, and cut them apart after the glue is dry. Fill in between the sheets where you intend to put control horns.

As for the wing, the box spar is, in effect, a top and bottom spar, with webbing front and rear. We'd be tempted to increase the top and bottom pieces with hard 1/8 sheet balsa stock. Also, if only

to help support the wing hold-down rubber bands, undercut the center and first ribs 1/16 inch so that the first bay can be sheeted.

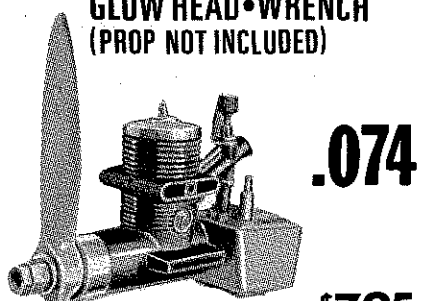
We'd also suggest adding a filler piece to the trailing edge where it is held down by the wing rubber bands, otherwise the "reflexed" airfoil could be damaged by rubber tension.

The "Pursuiter" suffers a little as far as the O.T. rules for glow powered models. According to the .10 cubic inch/225 sq. in. rule, the max displacement allowed is .249 (a Veco 19 or ST 23), which ain't very much for a plane this size . . . In fact, it's downright un-

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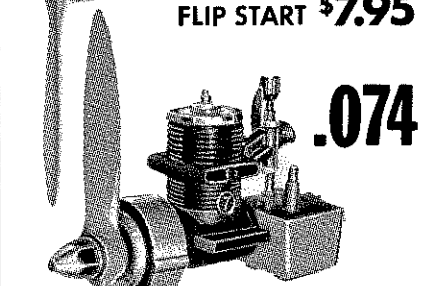
# Thunderhead ENGINES

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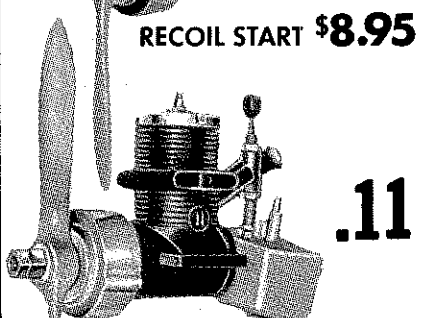
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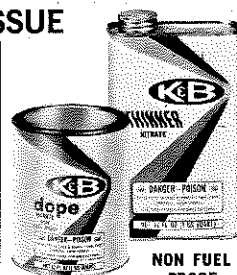


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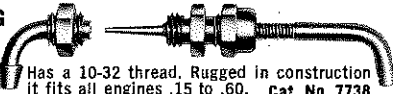


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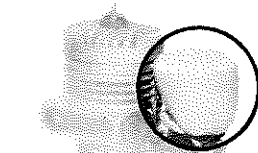
Cat. No. 7311 ..... KB-1L  
Cat. No. 7321 ..... KB-1S



### K & B GLOW PLUG W/IDLE BAR

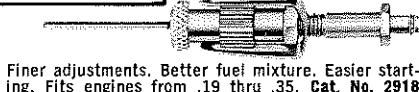
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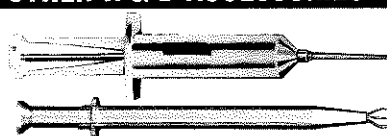
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reasonable! One solution would be to add one rib bay to each panel, or 50 sq. in. This would allow a reasonably sized .29 or .30 to be used.

Close inspection of the photo would seem to indicate that the landing gear was shortened some when the final plans were drawn. The struts do look a little long, so this is a worthwhile change.

Old Timer Pylon Races anyone? ●

Plug Sparks... Continued from page 31 for) and this system proved much easier on everyone's physical stamina, not to mention nerves.

In a review of the places taken, Bob Oslan did very well, with first in .020

Replica, second in 30 sec. Antique, third in Class C, and first in rubber. Wow! Some guys are rough. Between Norman and Oslan, they took home over 1/3 of the trophies!

One sad note to report at this contest was the absence of "King Otto" Bernhardt, as he is affectionately called by his myriad admirers. It appears that the "King" will have to undergo immediate surgery, thus cancelling all his and the family's plans for the trip to the SAM Championships at Denver. We all hope to see Otto on the field in time for the SCIF meet on August 22.

### FUELING AROUND

Since the columnist has written sev-