

Winged Victory reveals stable platform as it circles overhead, some 39 years ago.



Ah sweet memories! Elbert J. 'Joe' Weathers and the original "Winged Victory". Photo was possibly taken at site which is now Miramar Naval Air Station, San Diego. From original negs!

WINGED VICTORY

Classic and realistic 1937 old timer, designed by ELBERT J. WEATHERS. Article also describes "Precision Competition", an answer to our shrinking flying sites. Text by Bill Northrop, plans by Al Patterson.

● "Winged Victory" has to be one of the most intricately constructed gas models ever designed and built. In that it is the most scale-like of non-scale models, it has to compare in many ways, except for basic appearance, with Lou Proctor's Antic series.

Elbert "Joe" Weathers designed this model for a specific competition, an event that we might just take another hard look at, 39 years later. The title was "Precision-Type Gas Model Contest," and with today's shrinking flying sites, the dyed-in-the-balsa-dust O/T free flyer who complains about flying room, and the O/T R/C assist specialist who says he "ain't gonna tarn it loose without no control," may just have a common meeting ground . . . so help us Joe "No-Downthrust" Beshar!

The point system for the precision contest, as outlined in Part I of the construction article on "Winged Victory" (Sept. and Oct. 1937, M.A.N.), went

like this:

A. Engineering (20 points maximum)

1. Design
2. Construction
3. Workmanship

B. Takeoff (20 points maximum)

1. Takeoff

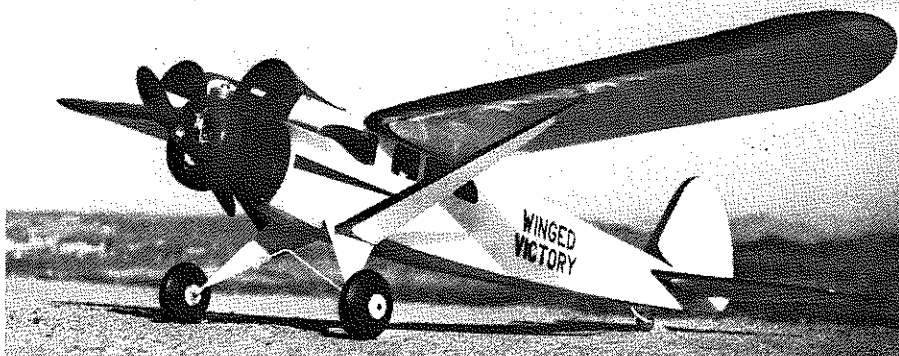
2. Duration (time of run?)

3. Approximate distance
4. Altitude

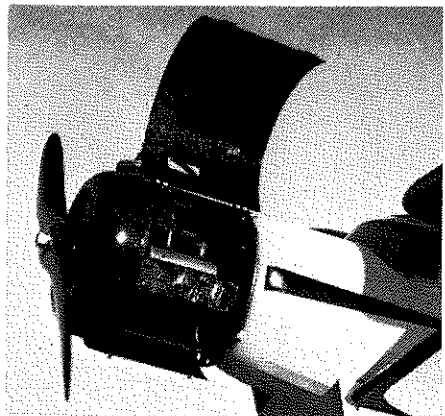
C. Flight (25 points maximum)

1. Stability
2. Performance

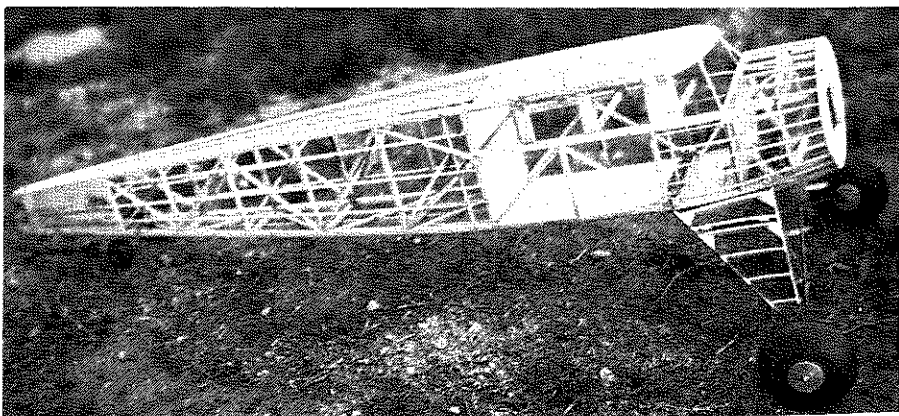
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"You mean the one with the radial cowl sides swung up!" The M.A.N. photo that sticks in every old time modeler's mind. Cowl would be easier to duplicate with modern-day materials.



Close-up of hinged cowl side plate. Wing struts were functional. Very realistic looking craft.



Fuselage framework of 1937 model. Most gas models of the time were rather box-like in appearance. Note built-up fairings between front and rear landing gear struts.

BRUTE POWER!

by **ops**

URSUS .60 R/C

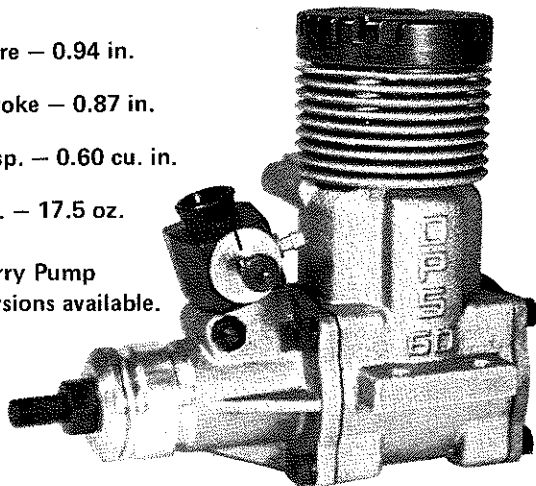
Bore — 0.94 in.

Stroke — 0.87 in.

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on the box that operates the stepper switch, as well as an emergency landing gear down switch, a light switch, a voltage change switch, and a function reverse switch for emergency use. All of the electric power is supplied from a special rechargeable battery pack. The control box is connected to a special nylon web harness, worn by the pilot, which is designed to distribute the line pull across his shoulders as he leans back while holding the model in flight. The plane weighs thirty-two pounds, which is now above the weight limit for multi-engined scale models.

When this model was planned and built there was no weight limit. I have

made an extensive study, with the aid of a computer, concerning line pull at speeds ranging from 15-190 mph, with model weights from a 1/2 to 30 lbs., and all standard line lengths. If this model were to fly at 75 mph, the pull for 70 foot lines would be 120 pounds. With this in mind, I have made provision for an assistant to help hold the model, or more correctly, to hold the pilot by means of extra nylon-web straps on the back of the harness. I feel that at all times, my model C-119G is safe to fly.

A confession as to flight. I have entered only one contest to date and arrived "cold", in that I had never

flown the model. The Packet did get off once briefly, but not enough to qualify. Pilot error and field conditions did me in. I was nervous and forgot to extend the flaps for take-off. I think the engines weren't wide open, and lastly I was attempting to take off from a 60 foot paved control line circle with 70 foot lines. The right-hand main landing gear struck the edge of the circle, grounding me for the day. Since then, I have repaired the damage but have not had the opportunity to fly the model.

My normal flight plan for a scale contest would be: Start engines (with an electric starter, both can be started in thirty seconds). On roll-out, extend flaps. Take off and retract landing gear. When gear is fully retracted, flaps retract. Extend trailing antenna. Retract trailing antenna. Open paratainer drop doors (on the C-119, these are at the front of the cargo hold and function in the same manner as bomb bay doors). Operate monorail delivery system and drop twenty paratainer or cargo chutes. Pull the chute static lines back into the model. Close drop doors. Lower flaps. When the flaps are fully extended, the landing gear lowers. Throttle back the engines and land. Bring the plane to a stop, make taxi lap and stop again. Cut right engine. Cut left engine. Sound warning horn. "Pop" life raft.

The final area of detailing a scale model is in the painting, and it is here that many a fine model falls short. I have several good color photos of the C-119G aircraft I duplicated, along with detailed instructions concerning painting several areas listed in the Illustrated Maintenance Manual. The aluminum skin of the Model was primed with Rustoleum Zinc Chromate Primer from an aerosol spray can. I then used Rustoleum Silver, Gloss White and Flat Black for large surface areas. The Air Force stars and bars are Pactra 'Namel, while the large letters USAF were Gloss Black Rustoleum. The serial numbers on the fins and nose were cut from black vinyl Contact. The great profusion of instruction stencils such as: "No Step," "Danger," "Cut Here For Rescue," "Ground Here," "Suitable For Aromatic Fuel," etc., were sprayed through miniature stencils made from .002 steel shim stock. These stencils were etched, using Kodak photo-resist, type KMER and dilute nitric acid.

A project such as this is perhaps one-of-a-kind for a modeler. It represents my greatest effort to date. I will continue to build in the scale area . . . perhaps not bigger but hopefully better.

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D. Landing (35 points maximum)

1. Approach
2. Attitude as to landing position relative to restricted landing area of field.

Total possible points . . . 100.

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A maximum of 45 seconds engine run was allowed, on two official flights. And did you notice the landing points? Duration is of no importance, so the idea is to make your ship "stick around." (Hmmm . . . wonder what we did with that battery-driven cam steering device from the Mattel bird, or that pre-programmed Stutz Bearcat?)

BACK TO "WINGED VICTORY"

There probably weren't too many duplications of "WV" (Is that a "Bug" with the engine in front?) back in the early days, because Joe's construction techniques were quite beyond the average builder. The cowl alone was a masterpiece of spun and formed sheet metal. However, with today's materials, especially fiberglass and epoxy glue, the model should be a lot easier to recreate now than then. And we gotta contradict our own earlier comments about the precision event . . . this beauty is a super-natural for R/C! According to our loose calculations, K&B's new .21 (3.5 cc) engine is a perfect powerplant, based on SAM's 225 sq. in. area-per-.10 cu. in. displacement rule.

Incidentally, Joe now lives in the San Diego area of Southern California, and in case some of the photos with this article look a little familiar to our genuine old time modeler readers . . . they should! We informed Joe of our intentions of republishing the "Winged

Victory", and lo and behold, he came up with the original negatives of the photos used in the original M.A.N. article. How about that!

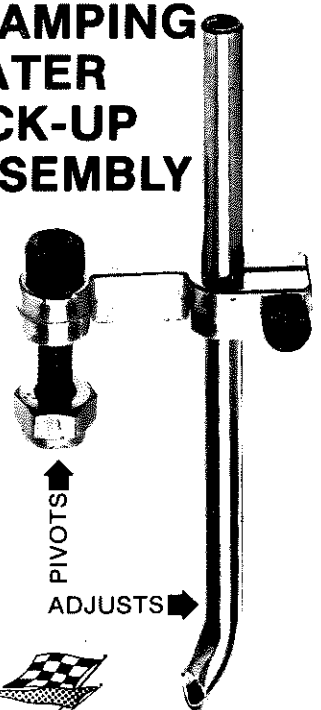
Sailing Continued from page 37

I would appreciate feed-back of how she performs against the top American designs, as this is the only way for development to continue.

"In conclusion, there is one point that I wish to emphasize which has been said many times before. The design of the hull and rig is only a small part of what goes to make a successful yacht. Good sails are critical, and if everything from cut down to setting is not 100% correct, it is the same as trying to race a V-8 engine power boat which is firing on only six cylinders. But most important is the chap with the transmitter. Even the most highly-tuned boat will perform like a log in certain hands. There are no short cuts to the trophy circle, so watch and talk with the top skippers and apply what you learn to your own sailing. To those of you who build Sonic Boom II, I wish you every success."

It has been most interesting to watch the general trend in 50/800's. As far as I can tell, Sonic Boom II is right in the middle of the displacement range, which is proving to be the best for all around performance. Earlier designs were hoping

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