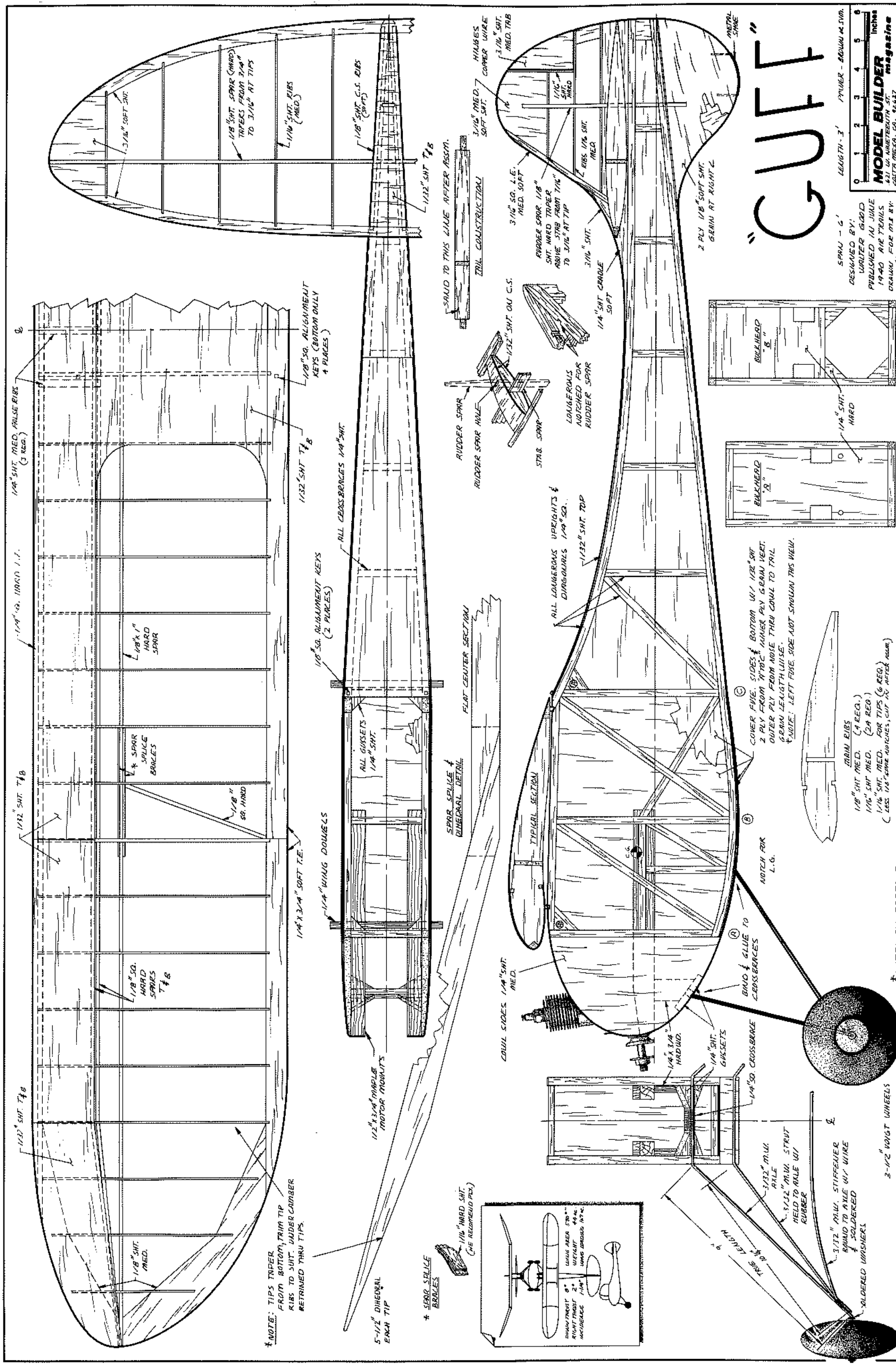
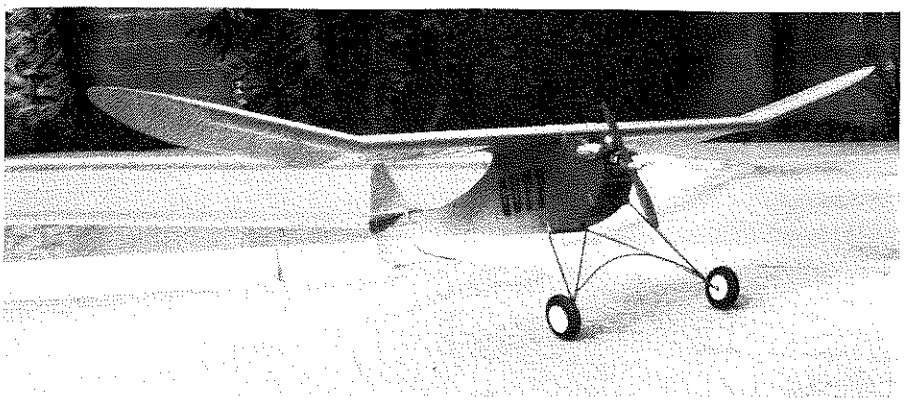
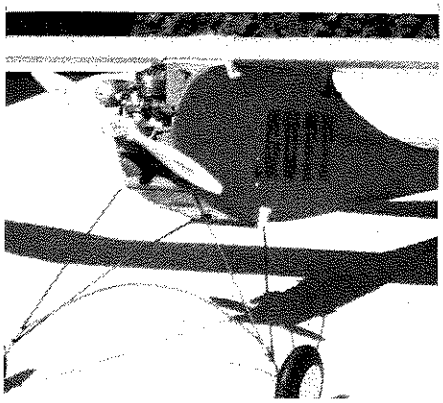

"GUFF"
MODEL BUILDER magazine
Plan No. 977-OT
SPAN - 6'
LENGTH - 3'
DESIGNED BY: WALTER GOOD
PUBLISHED IN JUNE 1940 AIR TRAILS
BULKHEAD "A"
BULKHEAD "B"
MAIN RIBS
TAIL CONSTRUCTION
FLAT CENTER SECTION
SPAR SPLICE & DIHEDRAL DETAIL
TYPICAL SECTION
3-1/2" VOIGT WHEELS
5-1/2" DIHEDRAL EACH TIP
*NOTE: ALL PARTS BALSA UNLESS OTHERWISE NOTED.



The "Guff" built by SAM's engine rules survey Chmn., Al Hellman. Flown for a while as a free flight, Al then converted it to R/C, using an OS Max .20 R/C engine.



Close-up of the front end of Al Hellman's Guff, with OS Max 20 engine.

OLD TIMER Model of the Month

Walt Good's "GUFF"

Text by: Bill Northrop

Redrawn by: Al Patterson

• For a modeler who is primarily known as an expert and pioneer in the development of radio control, it may come as a surprise to some "new" old timers to find out that Dr. Walter Good was also an accomplished free flight designer and flier. As a key member of AMA's R/C Frequency committee, Walt is just as noteworthy in the model airplane hobby today as he was almost 40 years ago when he took first in the 1938 Scripps-Howard Junior Aviator National Air Races with this month's feature model, the "Guff".

Reputed to be one of the few airplanes that could give the venerable Zipper a run for its money, the Guff climbed in a straight-up pattern of 80 to 90 degrees, with no bank, at a rate of about 1,500 feet per minute, and popped out into a flat, soaring glide that locked it into thermals as though it were electronically controlled.

Construction is all very simple; a four-longeron box fuselage covered with 1/32 sheet, and rib-and-spar flying surfaces. Except to modify it for a D.T. tail, or for R/C, we'd only suggest one slight change. The wing-dowel locations shown will tend to force the wing back, with only two small keys (or "warts" as Walt called them) to prevent it from happening. To even up the forces, we'd suggest moving the rear dowel forward of station C by about one inch, or moving the front dowel forward of station A about a half inch.

Incidentally, in the same June, 1940 Air Trails in which the Guff was published, there was an ad by Midwest Model Supply, Chicago, Illinois, for a Guff kit. The price? Just $4.89 postpaid! Please, those of you who "bought" our story about G.H.Q.'s in the April issue, don't send any orders for Guff's to Midwest! •

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changes to cut machine operations and save time.

For the technically minded, the Spielmaker Golden Eagle has a bore and stroke of 7/8 inch, giving a .53 cu. in. displacement. Piston and cylinder are cast iron with an aluminum rod. The cylinder receives a bright gold anodize finish, and the fins are painted gloss black. Engine weight is 13 ounces, and is provided with a special decal in the box.

Spielmaster has produced 50 engines in eight years. Some kind of a reverse record when compared to the original production records in 1938. Most Golden Eagles are on collector's shelves. However, several have been used, notably by Tim Dannels, during the early Old Timer Champs at Denver.

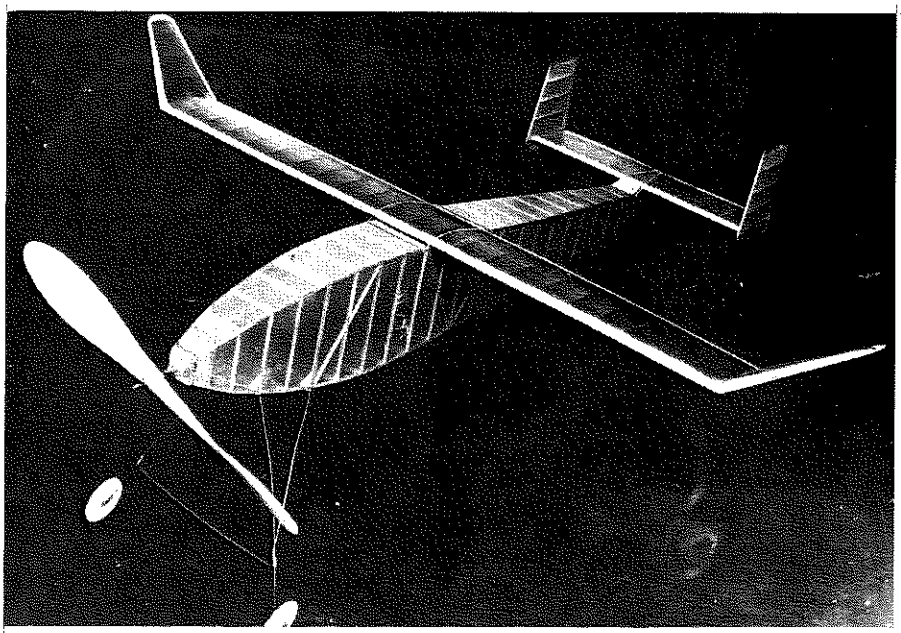
Ed Rangus, of the old Chicago Hot Heads, used one in a Shereshaw Cloud Cruiser for the Texaco Event. It was the writer's personal opinion that the engine ran somewhat like an Ohlsson 60. If anyone is interested, engines cost $75.00, and can be purchased from Spielmaker Engines, 3153 Burlingame S.W., Wyoming, Michigan 49509. A deposit of $25.00 is required and the waiting period is between 6 to 10 months.

30 OR 40 YEARS AGO . . .

Yeah, what were you doing? Looks like with the introduction of this little sub-column, we are going to have some fun and a few laughs at our own expense.

Latest letter to come in is from Charles Roth, of MacLean, Virginia (home of Hurst Bowers, Flyline

Continued on page 96



The Sixth Place Winner at the 1937 Wakefield Contest, "DYN V", by Bjorn Andersson, Vingarna, Stockholm, Sweden. See text for more about this model.