

been planned for the field, immediately ordered a catering service. In less time than it takes to tell it, the word was passed around very quickly, and all contestants who had not visited the engine display were summoned for the very pleasurable get-together.

A quick executive caucus was held in the cocktail room, with the writer conning President Beshar into buying the first round. Gottum where it hurt the most! Regardless, Joe was most gracious, and the few details left of the meet were quickly ironed out that night. The writer cannot commend the aggressive President too highly for taking care of *all* items.

THE ACTIVITIES

Didja ever take your wife to a contest and then feel sorry for her? Well, this time the Denver Club women members, under the leadership of Mrs. Wally Leiper, arranged all sorts of trips and activities for the women. Beginning with the excellent tour of the Coors Brewery on Tuesday night, the women had a variety of action, including one stage show production. Might mention the Adolphe Coors Brewery tour was one of the best this writer has attended. It seemed the Coors people left no stone unturned to please the visitor.

With the Holiday Inn East Colfax being the focal center of things, swimming and sun bathing were also a part of the plans. Of course, the usual socializing among the women was the order of the day, but scheduled trips to points of interest, plus planned shopping tours, took up most of the ladies' time.

THE FLYING

Probably the biggest shock to the modelers who were attending a SAM Champs at Denver for the first time, was the remarkable drop in engine performance. The fuels and propellers used at sea level were of little avail at five



Betty Dannels checks in contestants at Denver. Left to right, they are Sal Taibi, Al Hellman, and Larry Clark. Larry's Albatross is a beautiful design by George Reich (MB plans available).

thousand feet. (They don't call Denver the "Mile High City" for nothing!). Those who had participated in Denver meets previously were considerably better off. Higher pitch propellers, increased propeller diameters; these were all part of the methods used to maintain performance.

The most shocked fellow on the field was Larry Clark with his Ohlsson 23 powered Diamond Demon. This Bay Ridge design would fly beautifully at Taft, but at Denver it refused to take off! Finally in desperation, Larry hand launched the model only to see the plane slowly *descend* under full power. And Larry worked so hard for this contest!

F.L. Swaney had the same problems.

Finding that his Orwick powered Sailplane was not performing, he told Sal Taibi he had another Orwick engine in reserve that was a real goer. Upon firing up the newly installed Orwick motor, Swaney found little to choose from! Maybe it was just as well, opined F.L., as his eyesight compels him to stay practically underneath the model while on his motorcycle. A couple of models did get away, but luckily were found and returned.

While mentioning "Lost and Found," Herb Wahl finally got his Comet Clipper ticking real good. Matter of fact, in the wind, the model got too far ahead of Herb to accurately pinpoint where it had landed. Herb went up and down

Continued on page 65

Louis Garami's SKYLARK

OLD TIMER Model of the Month

Designed by: Louis Garami

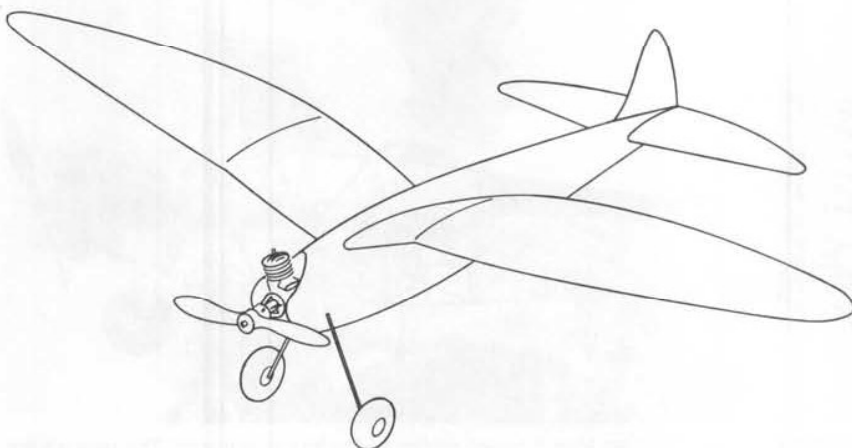
Redrawn by: Phil Bernhardt

Text by: Bill Northrop

• Louis Garami was one of the most famous of pre-World War II model designers. The majority of his gas model designs were small... primarily sport types, using the Atom engine and featuring innovative construction, such as rolled sheet fuselages. The Molecule was probably the best known of these. His Stratostreak design is still winning in Old Timer and .020 Replica.

The Skylark was a departure for

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new date! (Moved to accommodate other contest activity.) They (Jim Clark and Howard Carman) will be running Classes A, B, C, and Antique. Of special interest is the Fuel Allotment event which only allows 1/8 ounce of fuel per pound of fuel per pound of model, as compared to the Old Texaco rules of one-quarter ounce per pound. This may introduce a trend, as the writer has noted the tremendous altitudes the Texaco Event Models have been reaching with resultant high times.

The SPOT Contest will be held at North Branch Park in Somerset County, New Jersey. Note that mufflers are required on glow engines! Plenty of prizes, and as a special inducement, lunch will be served by the ladies. How about that? **ENGINE OF THE MONTH**

About the time that Brown, Atwood, and Ohlsson were starting to make names for themselves, a rather obscure fellow by the name of Righter produced several prototype engines that started and ran well.

About this time, the movie actor, Reginald Denny, also an aviation buff, got interested in the idea of marketing model airplanes as a business. Acquiring the rights to manufacture the engine, the motor was dubbed the "Dennymite" (in honor of the sponsor) and immediately became a good seller.

Made primarily of cast iron, the Den-

nymite was a good durable engine that ran quite well, considering the little known fact that it was only a .56 cu. in. displacement engine. Points were left open, giving it a rather crude appearance, but no modeler could ever complain of not being able to adjust the points on a Dennymite.

The Dennymite engine enjoyed its greatest success when it was paired with the Dennyplane (a Fletcher design) and sold either as a package, or in some cases, a completely ready-to-fly. In his days as a hobby dealer in Milwaukee, Walt Billett (now deceased) reported he always had a Dennyplane on hand and one or two building. It was a great combination, as the Dennyplane with its large cowl looked very much like a Belanca.

In later years, the Dennymite was used in race cars with a so-called Berg conversion. These cast iron engines then showed their true mettle (metal?) as they were able to stand the high wear rate imposed by the higher rpm required in race cars.

Eventually the engine rights were sold off, with several variations appearing, such as the PAC, the Kleiner, and even Ohlsson bought them up and produced Dennymite engines for a period of time! The Dennymite can truly claim to be one of the early successful motors that made this hobby as we know it now.

MORE EASTERN ACTIVITY

Right on the heels of the 1975 Eastern States R/C Championships, Leon Shulman, C.D., which unfortunately does not feature old timer events, the *Old Time Eagles* will be staging a big three day contest at Lakehurst NAS. (Yes, they still have good Navy connections!!)

Inasmuch as the O/T Eagles are liberally sprinkled with free flighters, the meet will feature all old timer activities; free flight, radio assist, and control line. Events will be run by C.D. Al Schwankert over October 11, 12, and 13th. Shades of the SAM Champs held last year at Lakehurst!

Somerset Signal Senders announce their first O/T R/C Contest on October 26 at Somerset County 4H Field, Milltown Road, New Jersey. Things are really popping in New Jersey, according to C.D. Jim Clark. With all the scheduled contests, everyone should win at least one trophy!

This is another contest that requires mufflers for all glow engines above .10 cu. in. The writer heartily commends this, and will push in the future for quieter motors. Makes things a lot more pleasant.

COMING ATTRACTIONS

If you think that all the fun was at the Denver SAM Championships, wait until you read next month's column on the "Unofficial" Old Timer Events held at the Lake Charles National Model Championships over the August 3-10 week. We will be reporting on the R/C and F/F activities plus the 12th Annual Old-Timers Reunion Banquet. *Real fun!* ●

Skylark Continued from page 39

Garami in several ways, though still a winner in the "clever design" category. It was developed for either Class A or B competition, using an Ohlsson 19 or 23, and carrying 320 sq. in. of wing area (It's interesting to note that the latest 1/2A Satellite also has a 320 sq. in. wing!). The fuselage is a faired diamond section, being built up from a flat frame crutch, and the wing is slightly gulled, with the leading edge of the in-board panels curving in to a shorter chord at the center section.

Plans for the Skylark appeared in the September 1940 issue of *Air Trails* (drawn by Paul Plecan!). Like many plans published years ago, no balance point was shown, nor did Garami mention balancing in the accompanying article. Considering the lifting stab, we'd suggest starting at 50%, or about 4-1/8 inches ahead of the trailing edge, and adjusting from there.

In terms of R/C, the Skylark should be a peachy little design with about an Enya .09 R/C on rudder, elevator, and throttle. Put in two 3/16 square rudder spars and add an extra "rib" just above R-1, going aft. For an elevator, draw a line perpendicular to the centerline about 1-3/4 inches ahead of the trailing edge.

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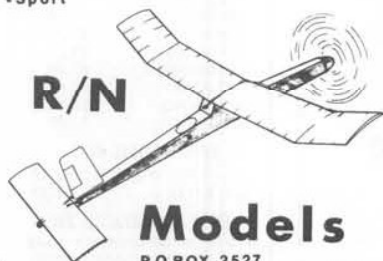
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Install a 3/16x1/2 spar at this point and then add built-up or solid split elevators. Add a wire skid to protect R-5, and finally, move the balance point a little more forward.

By the way, we'd like to hear from O. T.-ers regarding preference for sport or all-out competition oldies. We think they're all great, but you may have a preference.

Hijacker/EK . . . Continued from page 51 is set up so that it can be mounted on an E.K. tray with rubber grommets. By standardizing the control set-up on different airplanes, this would make switching radios from plane to plane very easy.

The accessory Expanded Scale Volt-meter is a somewhat misunderstood item. This meter is intended to measure only one thing . . . the remaining power reserve in a flight pack. It is set up to measure between a range of 4.4 volts and 5.2 volts. When a receiver pack is fully charged it will read nearly full scale deflection on the meter. After only a few minutes running time it will drop to a nominal 4.8 volts. For the next couple of hours of operation in the plane, the voltage will remain fairly constant. But when the battery finally nears discharge, the voltage will drop quite suddenly. At this point the meter will show a marked drop from the nominal voltage.

Since the meter places a load on the batteries, and the circuitry provides very accurate measurement between the 4.4 and 5.2 volt range, the E.S.V. can be used just like the gas gauge on a car, to give you an accurate idea of the remaining "juice" in your flight pack.

The E.K. Ranger system has proven to be reliable and lightweight. With the exception of modifying the stick length, the Ranger has been completely satisfactory right out of the box. And in a plane that is as fast as the Hijacker . . . any problems would show up real quickly!

Little One Continued from page 11 planking.

We mount the nylon nose gear block with flat head bolts so the radial engine mount . . . Kraft, Tatone, or Edson . . . will mount over them. A Sullivan SS-6 or SS-8 fits well. We considered retractible landing gear, but the weight increase might be a bit much on a small plane like this. With the engine mount installed with engine, cowl blocks can then be shaped around the engine, faired into the spinner.

Foam core wings are pretty common now; most clubs seem to have a member who can cut them to order. If you can't find a foam cutter locally, write me at 32 Alameda Ct., Shrewsbury, N.J. 07701

and I can help you. Going to a built up construction could be done if you really want to . . . with the tapered wing, probably sandwiching balsa blanks between a root and tip rib pattern and sanding to shape would be the easiest way to go. We inset hardwood landing gear blocks into the foam core with a length of 1/2 inch dowel at the torque leg end. Edge-join 1/16 balsa to make up wing skins; sand before contact cementing to the foam. Use any contact cement sold for hobby foam use; why take chances? We have seen some contact cements melt the foam away, one case overnight after the wing was completed. (*Wilhold's new Super Latex Contact Cement works great and is easy to apply. wcn*) Add leading and trailing edges after the skin is on, and sand to shape. We butt glue the halves together and wrap the center section with a 4 inch wide fiberglass cloth and epoxy. Ailerons are standard 1 inch tapered stock; wing tips are shaped from soft blocks.

The tail surfaces are simply 1/4 inch balsa sheet.

Everyone has their own personal technique on finishing. For lightest weight, Monokote the wing and stab, paint the fuselage. We don't like to Monokote fuselages. For painting, we use automotive lacquer primer and finish with butyrate dope. To each his own.