



RC MODELER

THE WORLDS LEADING MAGAZINE FOR RADIO CONTROL ENTHUSIASTS

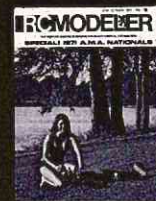
SPECIAL! 1971 A.M.A. NATIONALS



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The new national pattern champion, Ron Chidgey, is flanked by runner-up Don Coleman and third place winner, Jim Martin. Clean sweep for Webra Blackhead engines, Pro-Line radios, Top Flite props, Fox glow plugs, and Cox fuel.



THIS MONTHS COVER

Miss Linda Wells of Springfield, Illinois, poses in front of Lake Springfield. A salute to the Midwest, host for this year's 1971 A.M.A. Nationals. Model is a Buccaneer with Enya .45, an original design by photographer Dean F. Bunger.

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VOLUME 8 NUMBER 10

OCT. 1971

1971 SPOKANE INTERNATS

SPONSORED BY THE WASHINGTON AIR NATIONAL GUARD

AND HOSTED BY THE BARONS FLYING CLUB OF SPOKANE.

THE THREE-DAY SPOKANE INTERNATS IS RAPIDLY BECOMING
THE EVENT OF THE YEAR.

by Ted Bozanich

ADDITIONAL PHOTOS COURTESY OF
WASHINGTON AIR NATIONAL GUARD



Fast Formula II takeoff.

The 1971 Spokane Internats, one of America's most outstanding model airplane contests and hobby shows, was held on July 9, 10, and 11 in Spokane, Washington at four separate flying sites. Sponsored by the Washington Air National Guard and hosted by the Barrons Flying Club of Spokane, the three day event proved to be one of the largest and most popular contests held in the United States.

The main flying site was at Geiger Field, the location of the Air National Guard Wing. Other sites included Spokane Falls Community College,

where Class A and B Pattern were held while Formula I and II Pylon racing were conducted at the Spokane Polo Grounds. The glider site was north of Spokane in a little valley just off of Indian Trail Road which proved rather ideal for the glider pilots. Class C Novice and C Expert Pattern were flown during all three days at the Internats site at Geiger Field. Coordination between the fields was provided by an ANG helicopter for contest officials and directors. On Sunday all of the final rounds in all events except sailplanes were held at

the Geiger Field complex, the sailplane finals having been completed on Saturday. R/C events included Class A Pattern, B Pattern, Class C Novice and Expert, plus High Junior, AMA Scale, Formula I, Formula II, and Sailplanes.

As we mentioned, the sailplane finals were run off on Saturday with first place going to Randy Holzapple, of Spokane, Washington. Second place award went to Harley Michaelis, from Walla Walla, Washington, with the third slot going to Al Schatzel. Fourth and fifth places were taken by Sam

(Text continued on page 97)

New! PORTABLE WIND METER

\$5.95 Hand-held direct reading (in MPH) wind meter with low (2-10 mph) and high (4-66 mph) ranges. Sturdy construction, carrying case. White ball in tube indicates wind speed.



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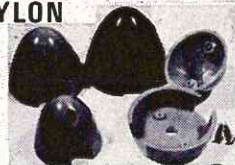
Weller 30 SECOND AUTOMATIC GLUE GUN \$10.95



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2" - \$6.00 - Slim \$6.50 2 1/4" - \$6.50



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Small size for up to .60
Large size for .60 and over.



New! Top Flite P-51 MUSTANG R/C KIT
Short supply - please call for availability and price.



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KDH PYLON RACER DECAL SHEET \$3.85

Perry AIR CLEANERS \$1.95 2 sizes: Medium for Perry carbs up to .50, large for .60's

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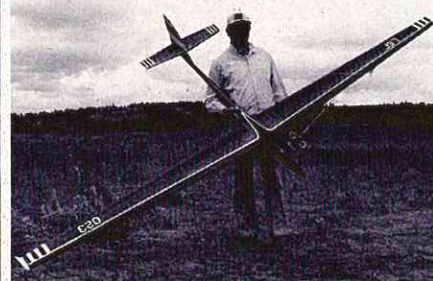


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SPOKANE



Al Schatzel and a winch launch. Al, third in overall sailplane.



Harley Michaelis, with his large, large Miskeet. This kit is being kitted by Fliteglas of Seattle. Harley, LSF 023 designed original Mod Pod.



Sam Crawford flies his sailplane in toward the spot.

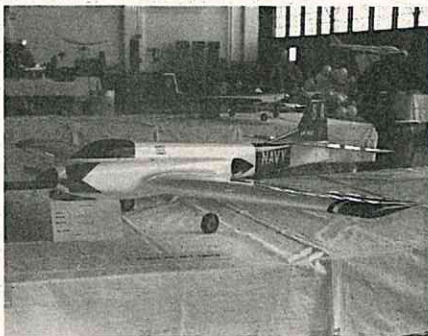


A portion of the flight line at Geiger Field, Washington Air National Guard Headquarters.

INTERNATS



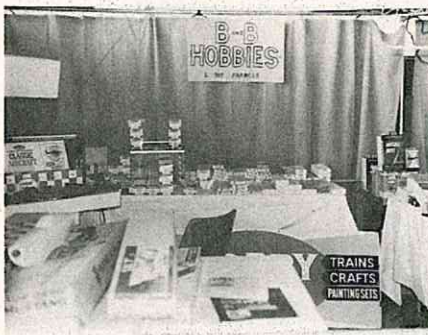
Dick Carson, of Spokane, the Assistant R/C CD for this event, of the Barrons Flying Club.



Dennis King's B Pattern Gladiator.



Aircraft by Leonard A. Vallie on display.



Distributors booth area - Band B Hobbies of Spokane, Washington.

DuBro Items
New! Ball-end wrench set (2) \$3.95



For installing socket head 4-40 and 6-32 DuBro bolts.

E-Z Connector
2 for 98¢



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Canyon Plastics SCHWEIZER 1-26
\$29.95

New! KDH DRAG CHUTE
for glider Hi-start \$13.95

This is the deluxe heavy duty chute mentioned in the RCM "Can Winch" article (June 1971). Shroud lines are securely stitched to canopy and entire chute is very well constructed to give hundreds of launches without wear.



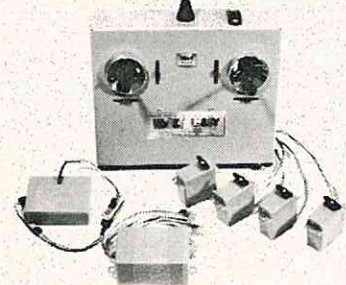
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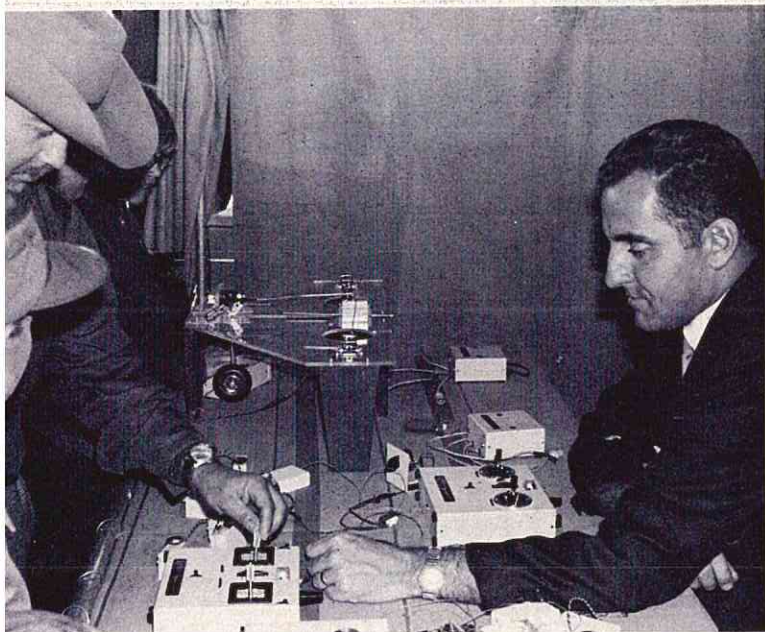
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SPOKANE INTERNATS



Jim Fosgate at the Pro-Line booth demonstrating retractable gear and their radio equipment.



A few of the trophies that were presented at the end of the contest.

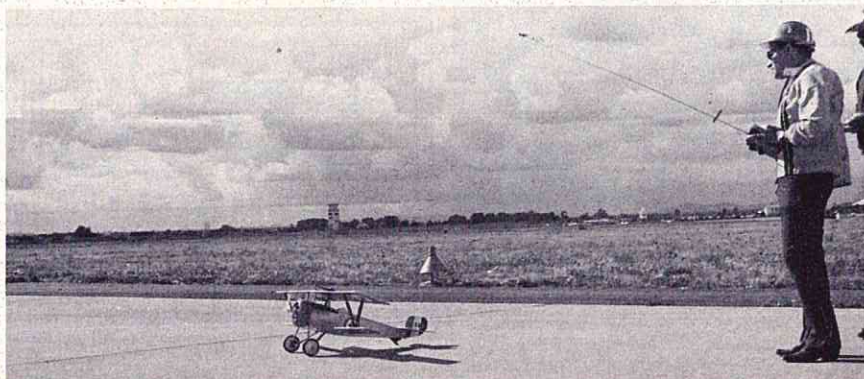


Bob Root's Formula 1 aircraft was pink with green trim — very well done and fast!



Pat Holland, from Salem, Oregon, Challenger's Competition Team.

A well done VK Nieuport 17, by Carl Martin.
Taken on the Scale flying line.



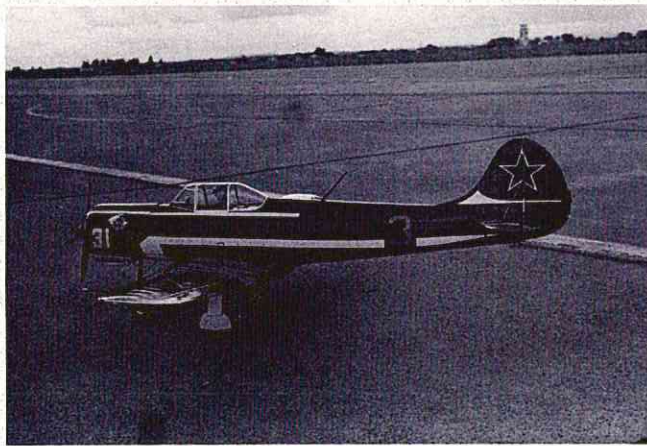
SPOKANE INTERNATS



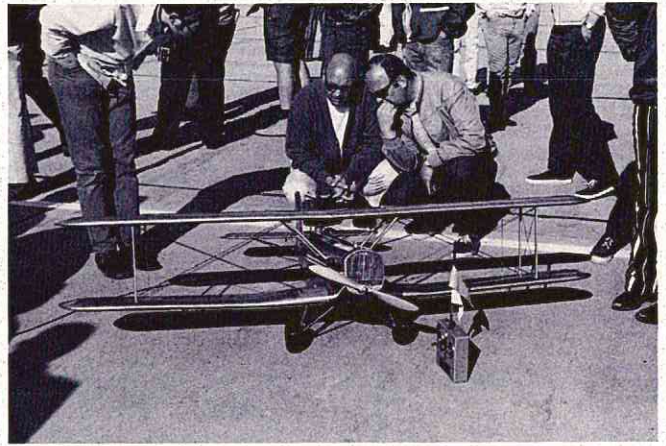
AMA Prexy, Johnny Clemens (right), and John Worth (left), the Academy's Executive Director.



Tom Necherds, of Seattle, with his Scale Spitfire.



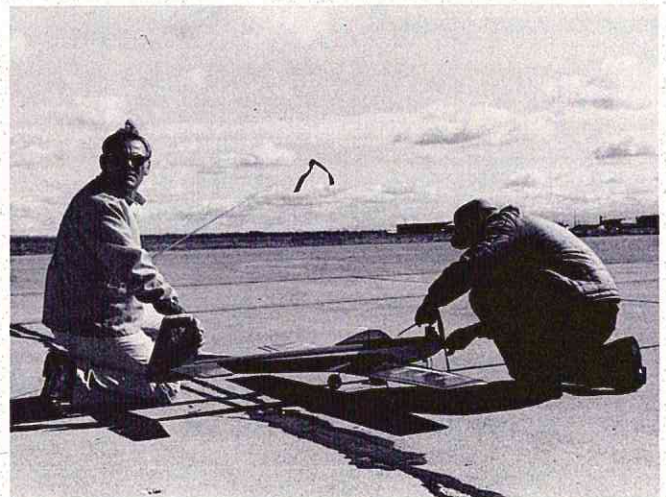
A YAK 9, powered by a Merco .61. Aircraft built by Bob Gillespie.



Bob Maccau, from Edmonton, Alberta, Canada, with a Western Air Express DMZ, Douglas Aircraft. O.S. 80 power, Kraft radio. All of his models are a result of many hours of research.



Judging the Pattern events is always a tough job.

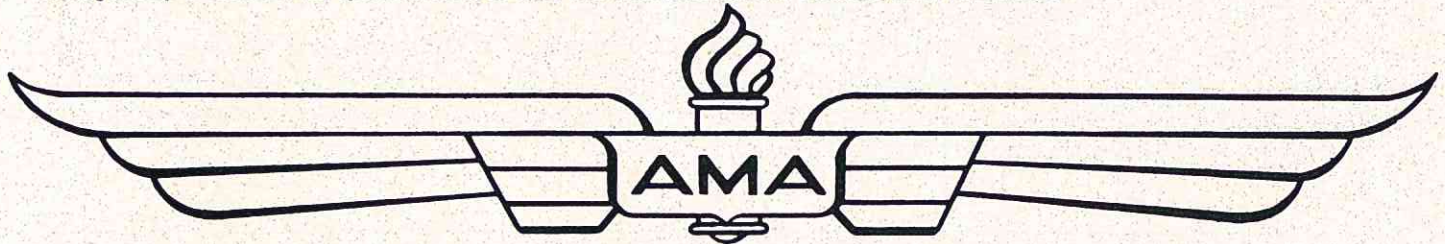


Joe Bridi and his Kaos. Veco .61, S & O digital.

(continued on page 97)



A long line-up of modelers and spectators wait to enter the A.M.A. Nationals at Glenview Naval Air Station.



R/C MODELER MAGAZINE PRESENTS
ITS COVERAGE OF THE

40th Annual

ACADEMY OF MODEL AERONAUTICS

National Model Airplane Championships

July 26 – August 1, 1971

U.S. NAVAL AIR STATION; GLENVIEW, ILLINOIS

1971 A.M.A. NATIONALS: SCALE



Paul Martin flew crowd-pleasing Boeing 707-320. Flew very well on 2 ST .60 engines with 11 x 7 props.

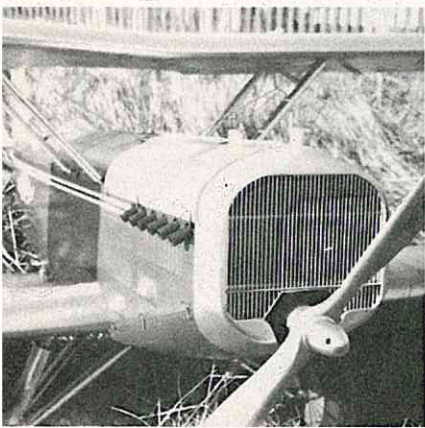
SCALE EVENT

Again, at the 1971 Nationals, Scale was the top spectator attraction. And it also continues to be the toughest of all RC events as more detail goes into the Scale replicas every year. "It's like building a home built" was the average comment heard from the Scale competitors. Nevertheless, 34 entries were signed up for this year's competition with 15 making qualifying flights, down from 1970's 43 entries and 28 qualifiers.

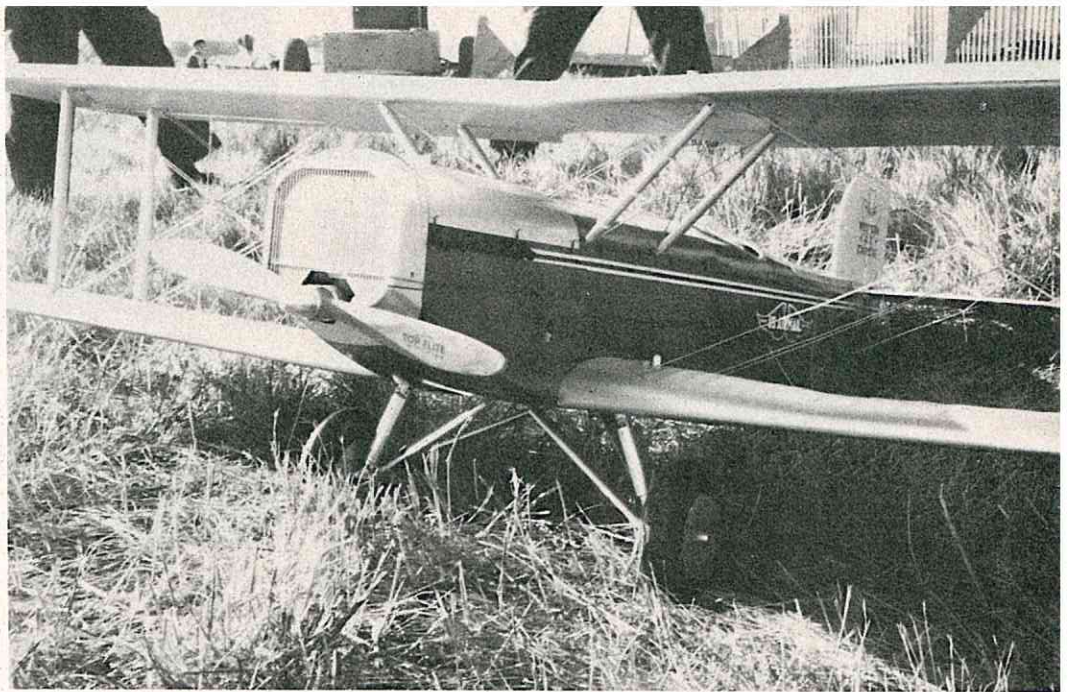
Top Scale points went to Hale Wallace for his amazing Lumley Chipmunk which, unfortunately, was a crash victim on the first round. Hale's place was quickly filled by Maxey Hester who was also a U.S. FAI Scale team member in 1970 with Hale. Maxey had his well known Ryan STA Special which flew every round to a commanding lead and a well earned win. This brought Maxey another U.S. team slot for the 1972 World Scale Championships, most likely to be held in France.

Behind the Ryan was Bob Wischer with a nostalgic Douglas M-2 Mailplane, followed by 1970's 5th place winner, John Roth and his Volksplane. Ed Ellis managed 4th with his Spirit of St. Louis that brought him the top spot last year. In 5th place Ralph Jackson flew an eye-catching Handley-Page 0/400 which also won Sterling Models Best Flying Achievement award.

SCALE EVENT — 1971 NATIONALS DATA											
Place	Pilot	State	Plane	Radio	Engine	Prop-Make/Size	Fuel	Scale Points	Weight	Glow Plug	Remarks
1	Maxey Hester	Iowa	Ryan STA	EK-Pro	Webra .60	—	—	399	9%	Fox	1970 FAI Scale Team
2	Bob Wischer	Wis.	Douglas M-2 Mailplane	PCS	Enya .60	T/F 14 x 4	Home Brew	385	10	Fox Lg.	Fuel: 5% Nitro
3	John Roth	N.Y.	Volksplane	Kraft	Ross Twin	T/F 11 x 7%	—	336	10%	—	4th 1970 Nats
4	Ed Ellis	Mich.	Spirit of St. Louis	Kraft	ST .60	—	Home Brew	381	10%	Fox	Fuel: 10% Nitro-Ucon & Lubricin
5	Ralph Jackson	N.Y.	Handley Page 0/400	Kraft	2 Max .30	T/F 9 x 6	—	370	8%	—	Best Flying Achievement
6	Walt Moucha	N.Y.	Fly Baby	Micro Avionics	ST .71	T/F 13 x 5%	—	362	11%	—	Ship placed 5th 1970 Internats
7	Bill Bertrand	Mich	Fokker DVII	Logictrol	O/R Comp. 1.2 Disp.	Woodcraft 22 x 4	—	291	15	—	1/4 Size
8	Joe D'Amico	N.Y.	Martin B-26	Micro Avionics	2 Enya .45	10 x 6	—	107	10%	Fox	Operating Flaps
9	Bruce Lund	La.	Der Jager DIX/69	Pro-Line	Webra .60	Rev-Up 12 x 6	—	361	10%	Fox	1/4 Size
10	Hale Wallace	N.Y.	Lumley Chipmunk	Kraft	Webra .60	T/F 13 x 5%	—	410	9	—	Top Static Points
11	Claude McCullough	Iowa	Douglas XTB2	EK Pro	Enya .60	T/F 12 x 6	—	290	11	—	
12	Bill Hiller	Ill.	Akrobat	Kraft	Webra .60	T/F 12 x 6	Go-Pop	235	8%	Fox	Top Senior in Scale
13	Bob Underwood	Mo.	Whitman D-12 Bonzo	Kraft	Enya .60	—	K & B 100	329	7%	—	100% Scale operating flaps
14	Bud Atkinson	Mo.	Dornier 335	Logictrol	Enya .60	T/F 11 x 7%	—	182	10%	—	
15	Jim Hiller	Ill.	YAK	Pro Line	Webra .60	T/F 14 x 6	Go-Pop	186	8%	Fox	Top Junior in Scale
16	Ken Drummond	Ohio	Convair B-36J	Log. II	6 Enya .19	T/F 9 x 4	—	160	19	Fox	115" Span
17	Paul Martin		Boeing 707-320	Min-X	2 ST .60	T/F 11 x 7	—	128	15	Fox	
18	Bob Campbell		Grumman F-7F	Kraft	2 Webra .60	T/F 11 x 8	—	85	12	Fox	
19	Bud Nosen	Mich.	Douglas Sky Raider	Micro Avionics	ST .71	T/F 12 x 6	—	373	12	Fox	Crashed
20	Bob Talchik	Ill.	Miles Magister	Micro Avionics	OS .60	12 x 5	Duke's	299	7%	Fox	Smaller Version RCM Plan
21	Dave Platt	Ill.	ME 109E	Micro Avionics	OS .60 G/H RR	T/F 12 x 6	Go-Pop Scale Spl.	357	9%	Fox	Crashed
22	Dave Dobbs		Nieuport XVII	Heathkit	OS .60 G/H	T/F 14 x 6	Indy R/C Fuel	265	6	Fox	VK Kit
23	Josh Titus		Ansaldo SVA-5	Kraft	ST .60	16 x 4	—	334	8%	Fox	Not Flown



Front end detail of Bob Wischer's M-2 shows lots of room for Enya .60. Flying prop was Top Flite 14 x 4. Fox plug, 5% nitro home brew fuel.



PCS radio guided Douglas M-2 Mailplane, Bob Wischer's 2nd place ship. Well detailed, simple methods best.



Early morning assembly – Maxey Hester puts final fittings on winning Ryan STA Spl. Weather perfect for scale, cool temperature, light winds.

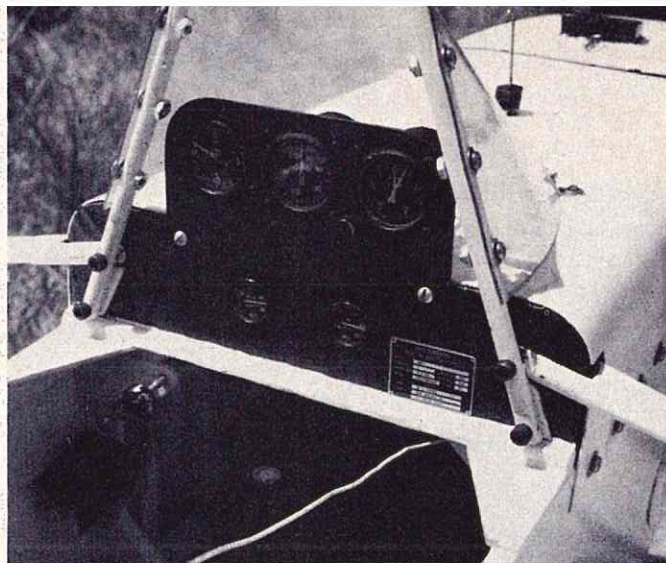


Dolly and Bob Wischer and 2nd place Douglas Mailplane, popular win. Modeling family has long history of wins. Ship 1 3/4" scale, weighed 10 lbs.

Maxey Hester and Ryan STA Spl. were 1970 Internats performers, won 1972 team slot at 1971 Nationals. E K Pro Series radio, Webra engine.

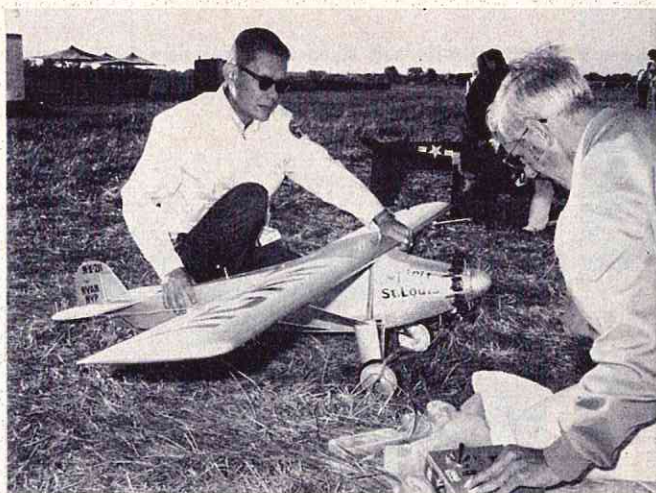


SCALE



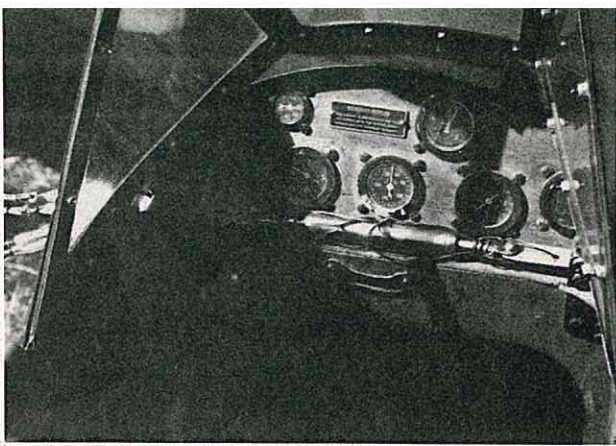
Cockpit detail of Volsplane shows effective workmanship by John Roth. Ship flew very well.

ABOVE: Up two notches – John Roth and Volsplane was 3rd, up from 5th in 1970. Ross Twin Engine, 1/4 size model weighed 10 1/2 lbs. Kraft radio. RIGHT: Neatly cowled Max .30's easily powered 8 1/4 Handley-Page replica. Top Flite 9 x 6 were cut to 8 1/4" dia. Kraft radio. BELOW: "Best Flight Achievement" went to 5th place Handley-Page O/400 WW I bomber and Ralph Jackson. Ralph, no newcomer to scale, won event in 1965 Nats. Ship 8 1/4 lbs. Featured scale folding wings.

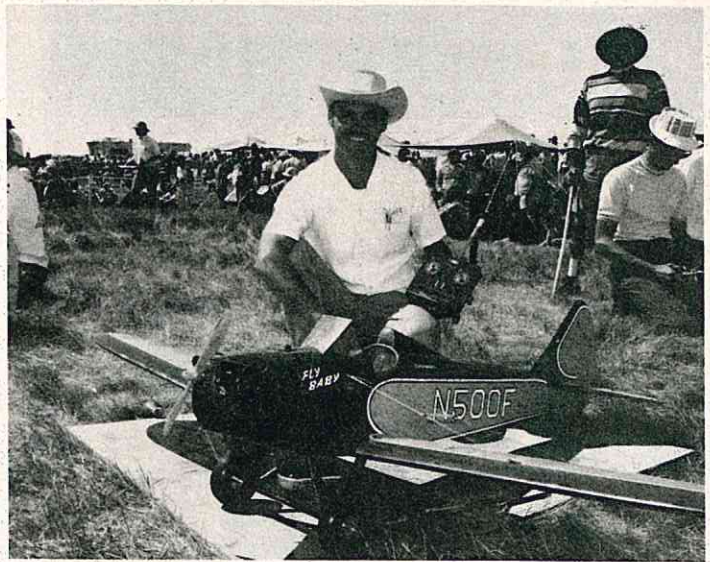


ST .60 well cowled in 4th place winner. Ship weighed 10 1/4 lbs., had Kraft radio. Ed Ellis, of Indian City RC Club, used home brew fuel with 10% nitro, Ucon oil. No flight problems.

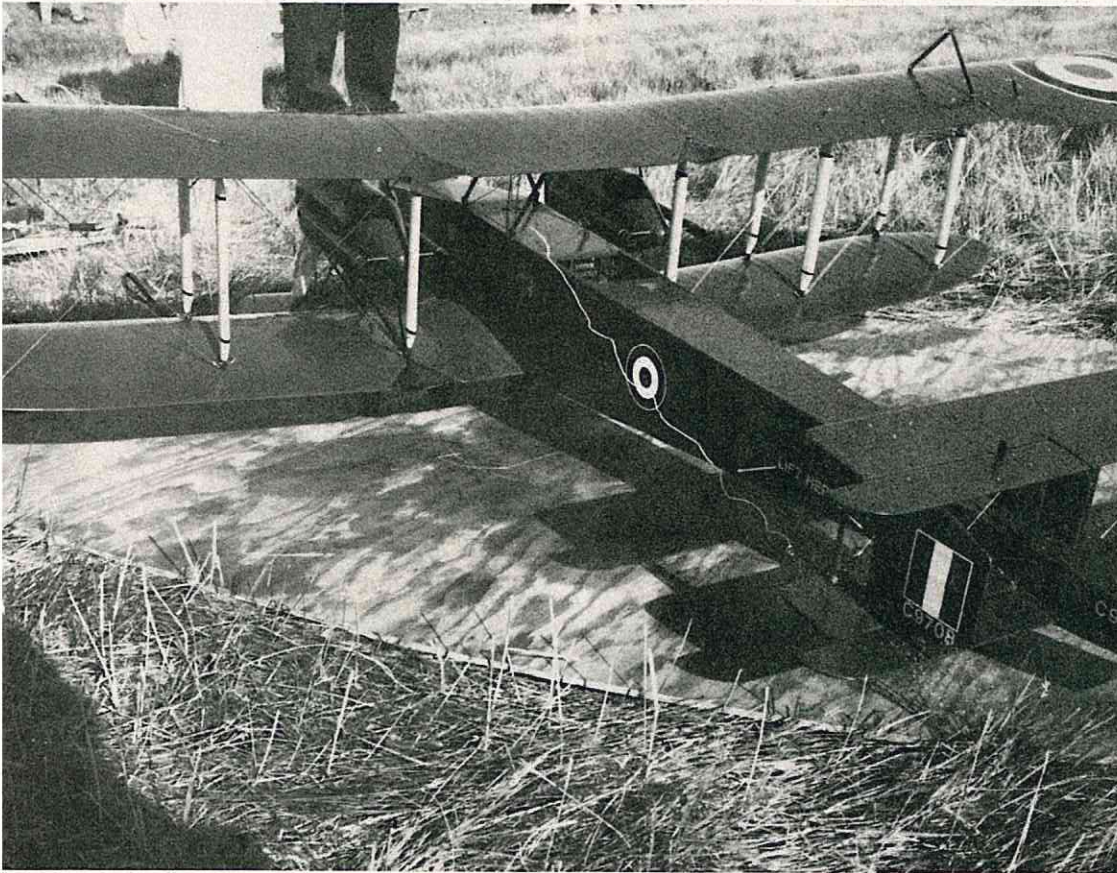




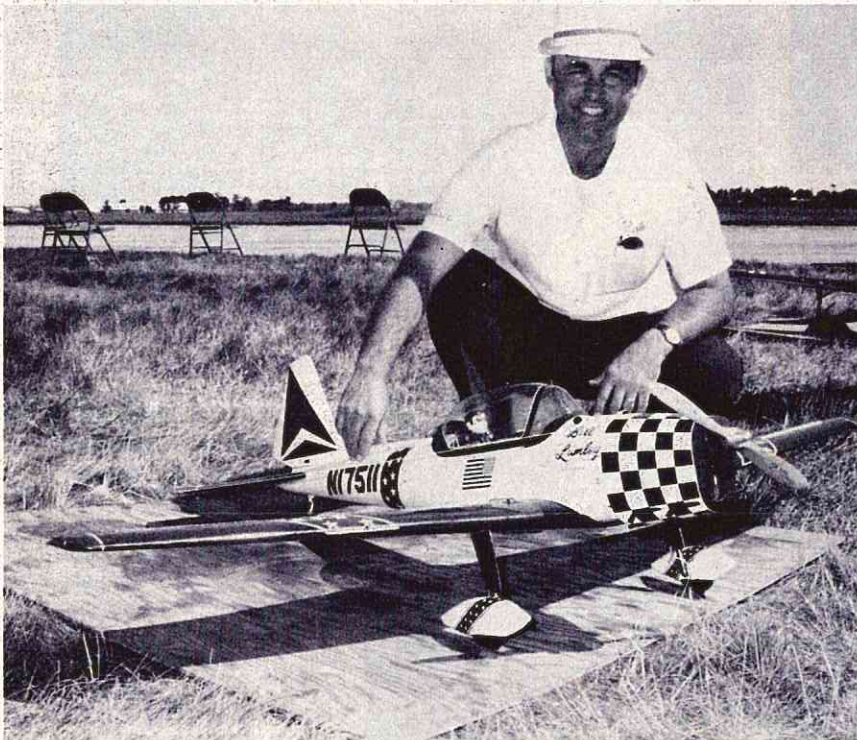
Like the real thing – Fly Baby cockpit detail reproduces wing fitting details, other appointments to amazing degree. Ship 11½ lbs. Micro-Avionics radio. 84" span.



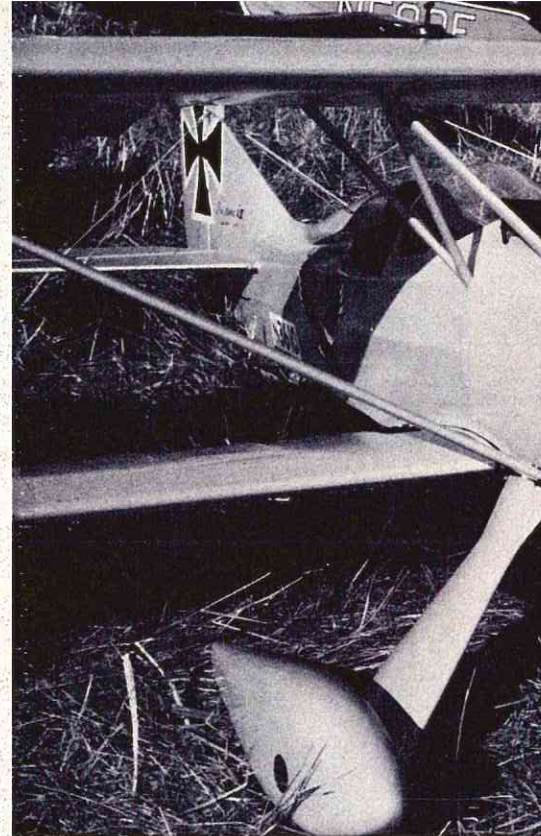
ABOVE: 6th place went to Walt Moucha and his renowned Fly Baby that placed 5th in 1970 World Championship in Germany. ST .71, Top Flite 13 x 5½ gives plenty of power. 3" scale. LEFT: 5th place Handley Page featured folding wings as in original prototype. Ship flew very well, surprisingly stable. BELOW, LEFT: Brooklyn's Joe D'Amico and 8th place Martin Marauder B-26. 2 Enya .45's powered 10½ lb. ship. 71" span. Joe, President of Penn. Ave. RC Society. BELOW: Ray Gallo helps wind twin Enya's on Joe D'Amico's 5th place Martin B-26 for Nats scale flight. Operating flap featured. Micro-Avionics radio. 71" span, 2 Enya .45's, 10½ lbs.



SCALE



Top scale points went to Lumley Chipmunk by Hale Wallace. Ship totaled on 1st flight. 9 lbs., Webra .60, Top Flite 13 x 5½ prop, Kraft radio.



Webra .60 well hidden in Bruce Lund's Der Jager. Pro-Line radio guided 10% lb. beauty.



Excellent paint details were feature of Der Jager by Bruce Lund. ¼ size, 60" span.



Der Jager D IX/69 was excellent scale subject by Bruce Lund of Louisiana. Flew well with Webra and Rev-Up 12 x 6 prop at 10% lbs.



Bill Bertrand and 1/4 size Fokker DVII are Nats veterans, ship's 4th Nats performance. Placed 7th. 15 lbs., O & R compact engine, 22 x 4 prop, EK radio.



Brother act — Jim helps Bill Hiller during Acro-bat flight. Both excellent fliers who fly all events Bill placed 12th, Jim best Jr. in Scale.



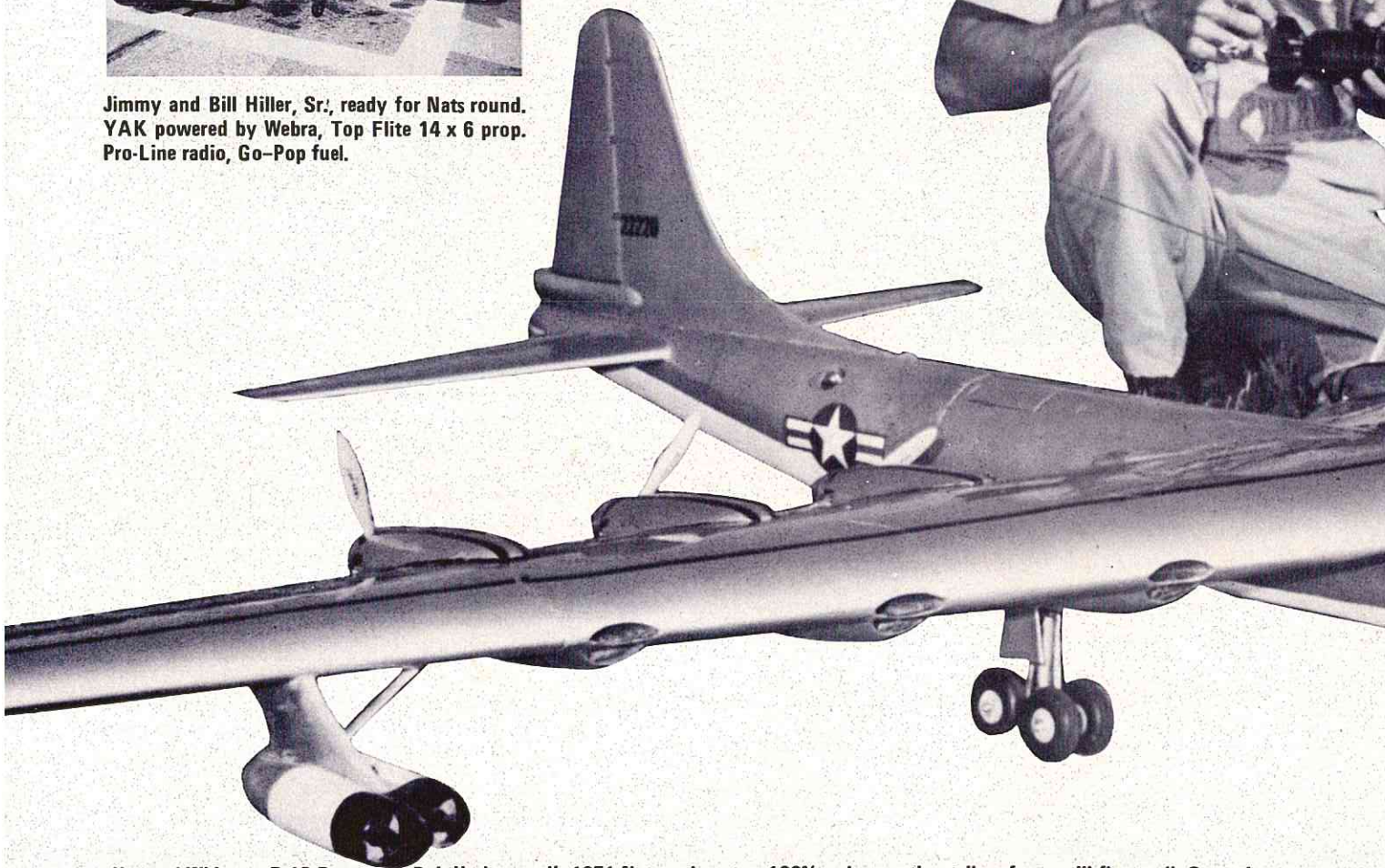
Nats Scale veteran, Claude McCullough, had his familiar Douglas XTB2D for 1971 Nats outing. Enya .60, Top Flite 12 x 6, 84" span, 11 lbs. EK Pro radio.

SCALE

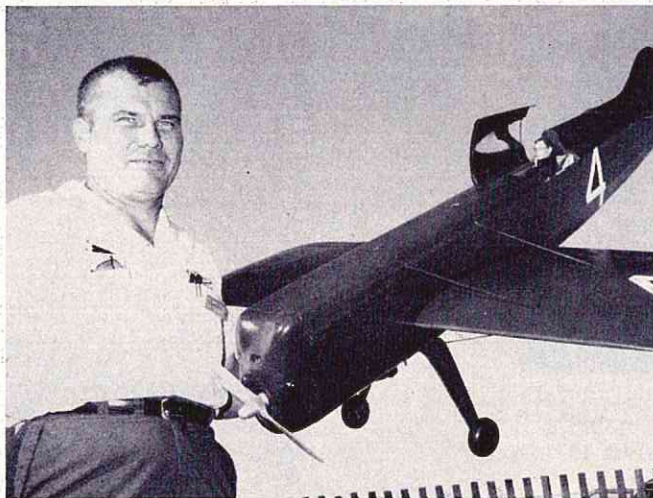


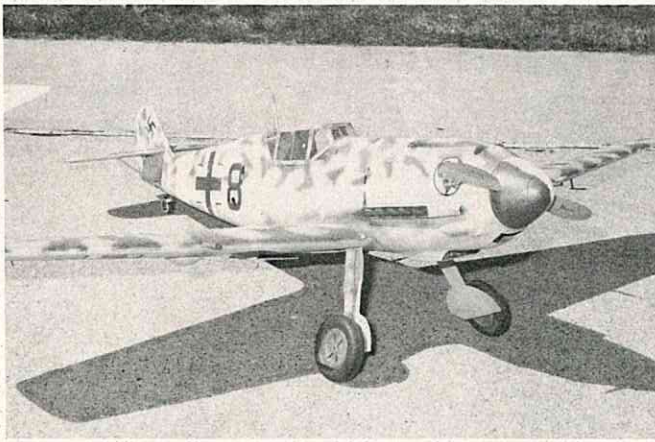
Jimmy and Bill Hiller, Sr., ready for Nats round. YAK powered by Webra, Top Flite 14 x 6 prop. Pro-Line radio, Go-Pop fuel.

Ken Drummond had B-36 back for 2nd Nats. Flew well but ran into difficulty on 4th flight. Damaged slightly in heavy landing in grass. 19 lbs. 6 Enya .19's. 115" span, 9-4 props, 7 channels, flaps, bomb drop.

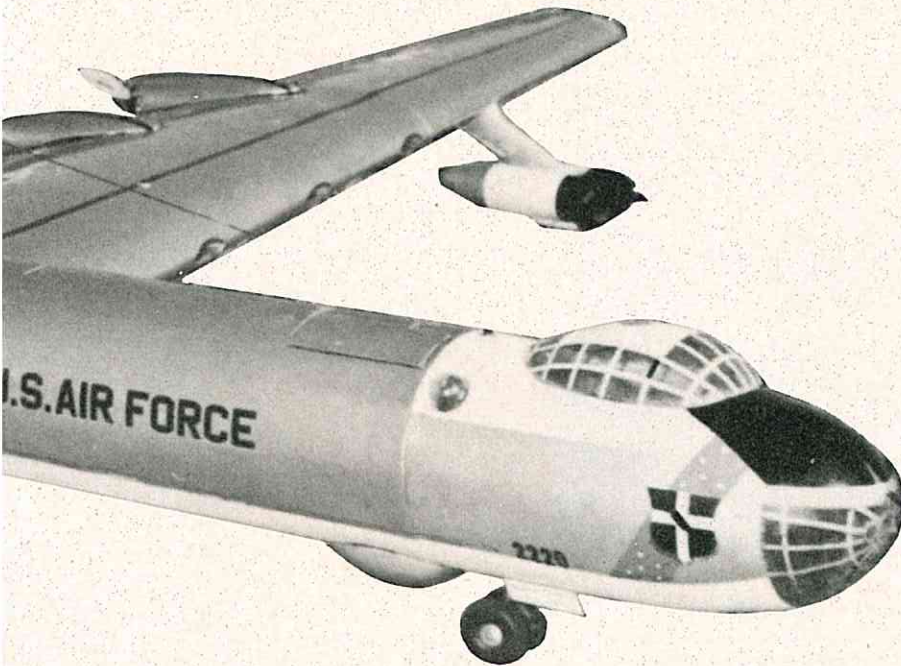


Unusual Whitman D-12 Bonzo was Bob Underwood's 1971 Nats scale entry. 100% scale gave tiny tail surfaces, still flew well. Operating flaps. 13th place. 7½ lbs.





ABOVE, LEFT: Platt Me 109 weighed 9½ lbs., used OS Goldhead .60 RR. Top Flite 12 x 6 prop. Fox glow plug. Go-Pop scale special fuel. ABOVE: Dave Platt had usual high scoring scale point ship for 1971 Nats. This one, Me 109E-4/N trop. Stall on takeoff wiped nose out. Repaired for attempt next day. Top Flite 12 x 6 prop. Fox glow plug. BELOW, LEFT: Dornier DO 335 by Bud Atkinson is veteran of scale meets. 10¼ lb. ship powered by Enya .60 had Logictrol III radio. 11 x 7¾ prop. BELOW: Best Junior in Scale went to Jimmy Hiller, Palos Park R/C Club of Chicago. Jimmy, RC veteran at 14. YAK weighed 8½ lbs. . . .



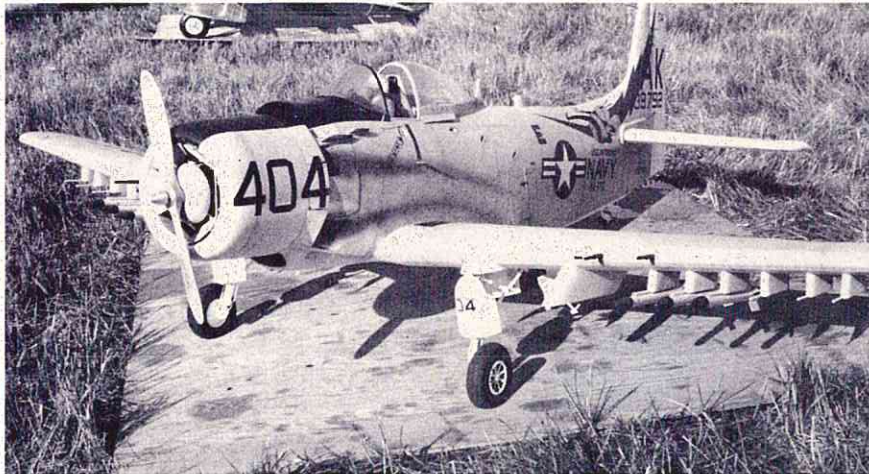
SCALE



Grumman F-7F was 12 lb. entry by Bob Campbell for 1971 Scale event. 2 Webra .60's plenty of power with 11 x 8 props. Kraft radio. Kitted by RC Kits.

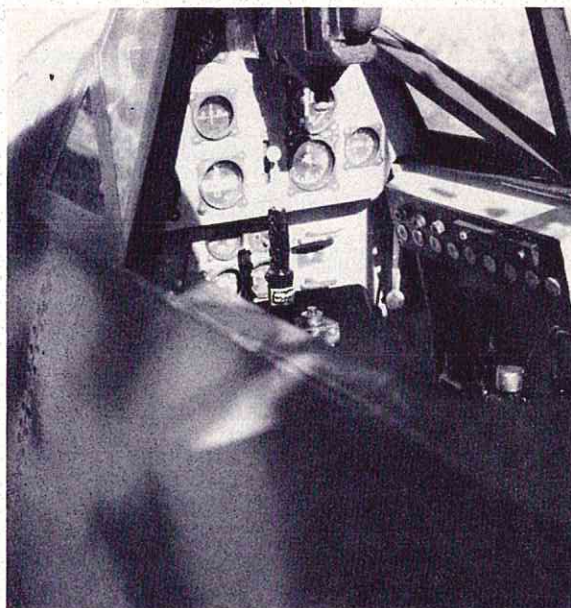


Nosen Skyraider earned 373 scale points, 5th highest. Great detail, workmanship. Just about operating everything. Bud cranks for 1st flight

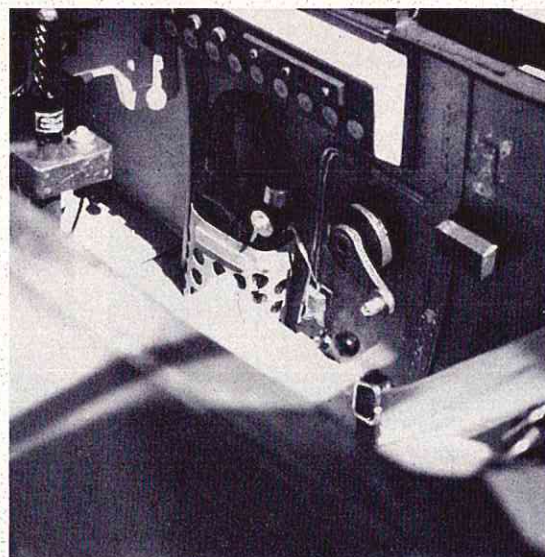


LEFT: Bud Nosen had outstanding Douglas Skyraider ready for 1971 Nats. Superb detail. Ship crashed on runway on first round flight. Damage moderate.

Cockpit detail complete in Platt Me 109. Dave, Top Flite designer, veteran of scale competition.



More cockpit detail of Me 109. Ship earned 357 scale points. Gear collapsed on second attempt. Dave Platt, RCM's Scale Editor.





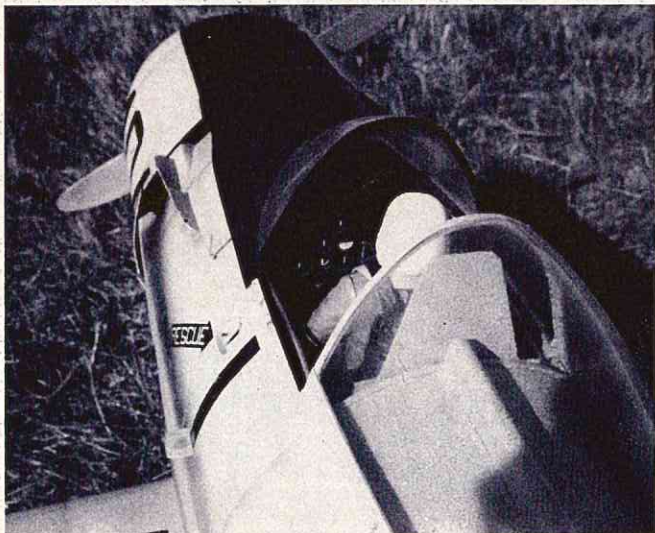
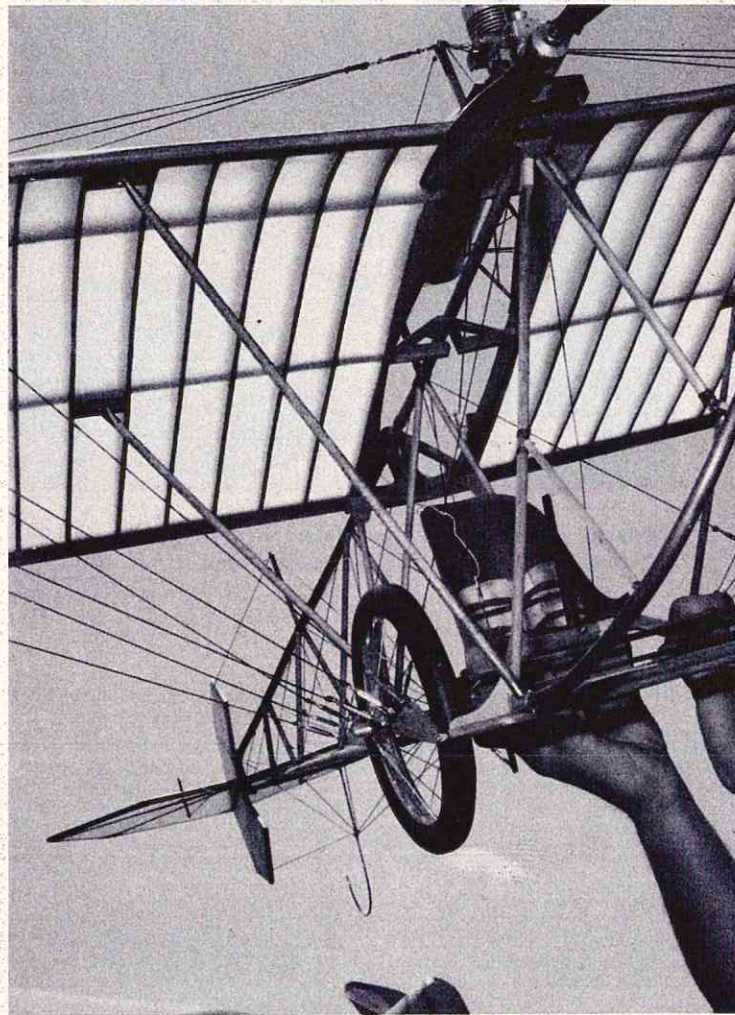
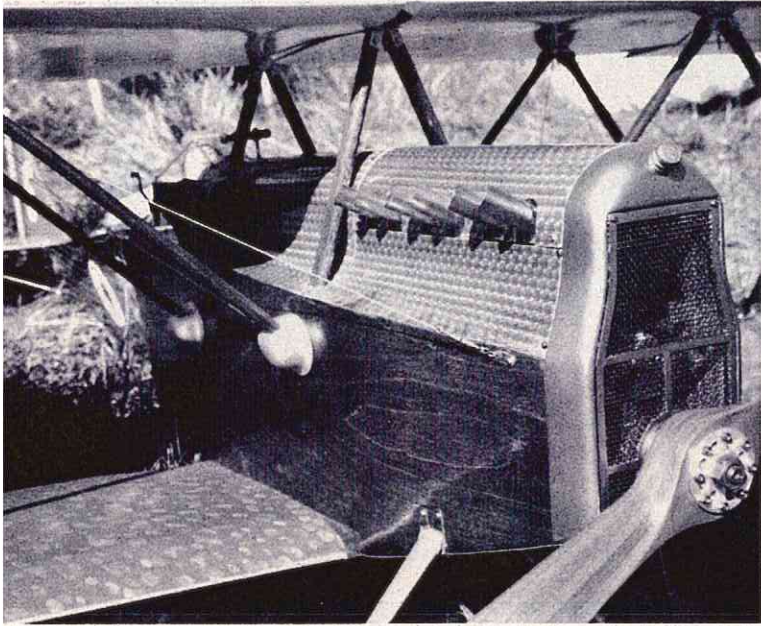
Skyraider is assembled by Bud Nosen for ill-fated 1st round. Ship replica of U.S.S. Intrepid VA 176 Squadron bomber.

More detail of Skyraider finish. Workmanship apparent. ST .71, 12 x 6 prop. Micro-Avionics radio.

BELOW: Boeing 707 with pneumatic retracts. Latter, designed and made by builder, Paul Martin, worked very well. Min-X radio.

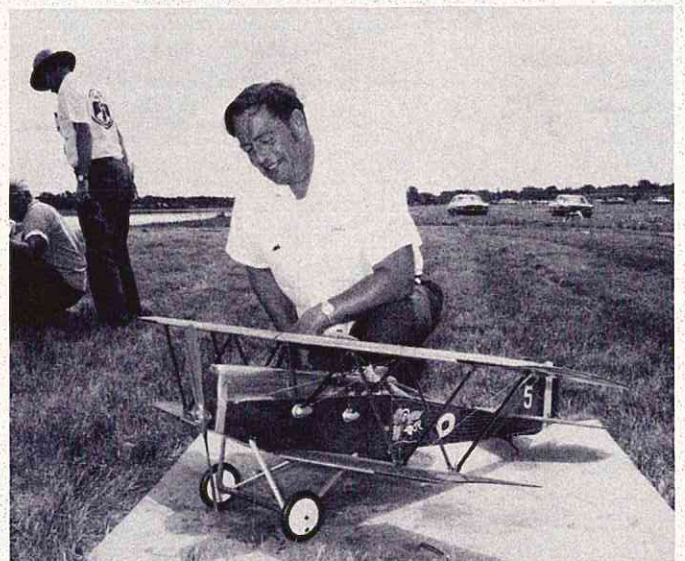
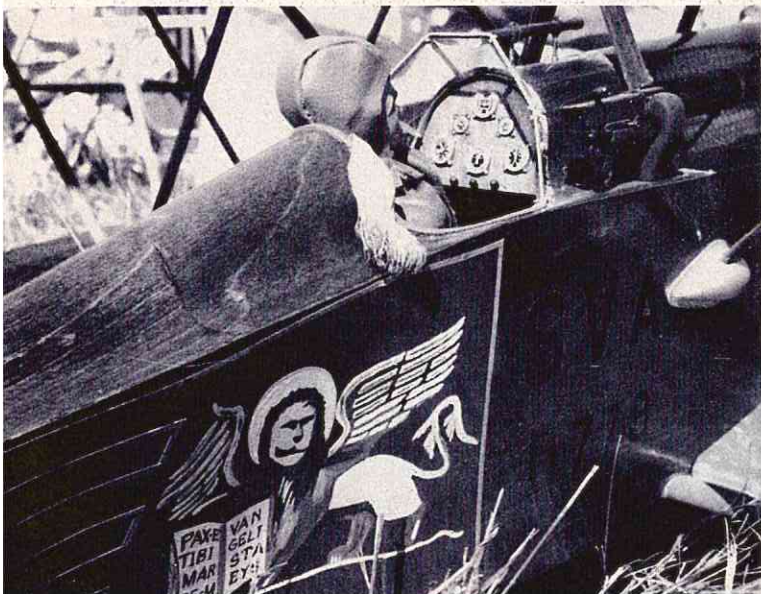


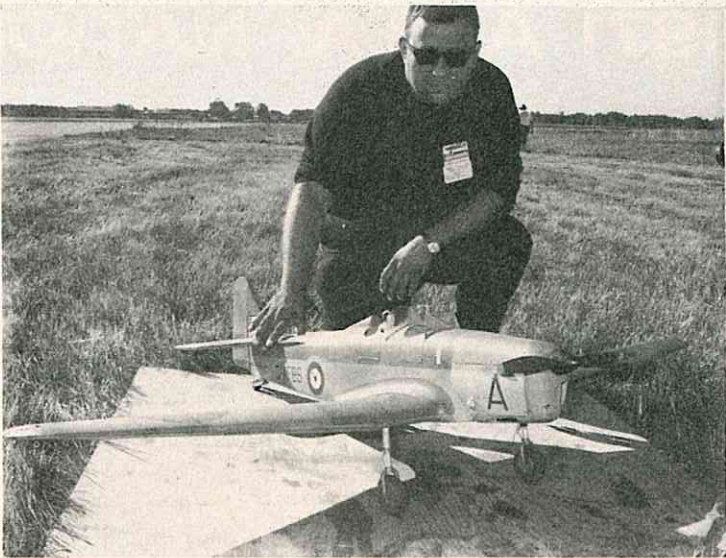
SCALE



ABOVE, LEFT: Cowl detail of Ansaldo SVA-5. Operating exhaust, functional stress wires. Plywood cover authentic. By Josh Titus, President of Rockland Co. RC Club of N.J. **ABOVE:** Demosielle was Nats 'extra' by Josh Titus. 6¼ lb. ship had Enya .45, 11 x 7 prop, Kraft radio. **LEFT:** Cockpit detail of Bud Nosen's Skyraider. No detail overlooked. Operating flaps, canopy, bombs, rockets, retract gear. Amazing! **BELOW:** Beautiful Ansaldo by Josh Titus drew 334 scale points. 8¾ lb. WW I replica loaded with detail, evidence of outstanding workmanship. Not flown at Nats.

Cockpit and finish detail of Ansaldo SVA-5 by Josh Titus. Hand painted insignia authentic detail, drew high scale and workmanship points. Kraft radio.





Well done Miles Magister was by Chicago Scale-master, Bob Talchik. Pilot error on takeoff resulted in spin into concrete. Damaged extensively.



RIGHT: Boeing 727 was shown at Nats by Hal Humphrey, United Airlines pilot. Ship from Paul Sherlock kit. 10½ lbs., 72" span, 81" long. Webra .60, 11 x 7½ prop for power. Kraft radio.

BELOW: VK Nieuport with Nungasser trim by Dave Dobbs. 6 lbs. ship had OS .60, 14 x 6 prop for power. Heathkit radio in 2" scale ship.

Horace Hagen flew many demonstration flights with his Schleuter Helicopter. Dale Willoughby to distribute kits in U.S. Real design breakthrough. Scale event prepared for this?



1971 A.M.A. NATIONALS: PATTERN

1971 Nats Pattern winners — Ron Chidgey, flanked by Don Coleman and Jim Martin, topped 109 entries in classic aerobatic event. Don and Jim placed 2nd and 3rd separated by scant one point.



C PATTERN

109 Class C Pattern fliers had 7 rounds of qualification flights in their attempt to reach the Nats finals in the RC aerobatic event. Norm Page of Chicago led the score list of the top 20 who qualified for the finals. In six rounds of very close competition it was Ron Chidgey of Pensacola, Florida who gained top honors in the 1971 Pattern classic and showed the skill that won him a slot on the 1971 U.S. FAI team remains in prime condition. Don Coleman of New Orleans was second followed by "Jersey" Jim Martin, a scant one point behind. The two other U.S. FAI team members, Phil Kraft and Jim Whitley placed 6th and 10th, respectively, as both continued to sort out various elements of equipment and flying technique in preparation for their World Championship date in Doylestown in September.

Planes and equipment continued to reflect an increase in general sophistication along with flying skill and pattern know-how. Retract gear use was wider and the models showed broad use of numerous hardware items developed for RC use. Webra Blackhead engines were, once again, generally preferred along with Pro Line radios among the top scoring pilots. Fox glow plugs and Top Flite props also continued in almost universal use by the competitors. Only two crashes were noted during 4 days of flying which attested to the level of flying skill and equipment dependability. Weather was a positive factor throughout the meet with below average temperatures and moderate wind. In the finals, here's how the top 20 scored:

A & B PATTERN

The windiest weather was 'saved' for A & B Pattern fliers who were scheduled for the last day of the Nats. Sunny but cool weather compensated for the wind and a spirited competition ensued. Crowds gathering for the last days airshow gave contestants extra incentive. As an interesting sidelight, a pair of brothers, Kim and Van Johnson of Ft. Worth, Texas took best Jr. and Sr. honors in their classes. Here's how the top scores went:

C PATTERN — 1971 NATIONALS DATA											
Place	Pilot	State	Plane	Engine	Radio	Prop-Make/Size	Fuel	L/Gear-Ret. Make	Glow Plug	Weight	Remarks
1	Ron Chidgey	Fla.	Orig. Tiger Tail	Webra B/H	Pro-Line	T/F 11 x 8	Cox Blue	Pro-Line	Fox Long	7½	1971 FAI Team
2	Don Coleman	La.	Orig. Cutlass	Webra B/H	Pro-Line	T/F 11 x 8	Cox Blue	Pro-Line	Fox Long	7½	Crescent City R/C Club
3	Jim Martin	N.J.	Orig. Banshee	Webra B/H	Pro-Line	T/F 11 x 8	Cox Blue	Rom-Air	Fox Long	7½	To be kitted by J & J
4	Norm Page	Ill.	Orig. Mach I	Webra B/H	Pro-Line	T/F 10½ x 8	Go-Pop	Pro-Line	Fox Long	7½	Chicagoland R/C Club
5	Jim Kirkland	Fla.	Orig. Miss Florida	ST .46	Pro-Line	T/F 11 x 7(mod)	Home Brew	Original	Fox Long	5½	Fuel: Klotz Oil 6.5% Nitro
6	Phil Kraft	Calif.	Orig. Fire-Fli	Webra B/H	Kraft	T/F 11 x 8	Cox Blue	Kraft	Fox Long	8	1971 FAI Team
7	Ralph Brooke	Wash.	Orig. Gladiator	HP .61	Pro-Line	MS 11 x 7½	Cox Blue	Pro-Line	Fox Long	8½	Radioair Modelers
8	James Edwards	Ga.	Dragon-Fli	Webra B/H	Pro-Line	T/F 11 x 8	Cox Blue	Pro-Line	Fox Long	7½	—
9	Ted White	Okla.	Orig. El Gringo	Webra B/H	Galaxy	T/F 11 x 7	Missile Mist	BK	Fox Long	8½	Torks
10	Jim Whitley	Ga.	Orig. Daddy Rabbit (VII)	Webra B/H	Pro-Line	T/F 11 x 7½	Cox Blue	Pro-Line	Fox Long	7½	1971 FAI Team
11	Tony Bonetti	Del.	Orig. Trouble-Maker Too	Webra B/H	Kraft	T/F 11 x 8	Cox Blue	Rom-Air	Fox Long	7	To be kitted
12	Bill Salkowski	Calif.	Californian	Lee/Veco .61	S & O MK I	T/F 11 x 7½	Home Brew	—	Fox Long	6½	Fuel: 22% Klotz Oil 10% Nitro
13	Lewis Penrod	Ala.	Cajon Queen	Webra B/H	Pro-Line	T/F 11 x 8	Home Brew	Pro-Line	Fox Long	7½	Fuel: Klotz Oil 16% Nitro
14	Larry Leonard	Calif.	Orig. Liberty Belle	Lee/Veco .61	Kraft	T/F 11 x 7½	K & B 500	KDH	Fox Long	7½	Valley Flyers
15	Joe Bridi	Calif.	Orig. Kaos	Lee/Veco .61	S & O MK I	Rev-Up 11½ x 7	K & B 500	—	Electrode	6½	Birds
16	John Agee	La.	Citron A	Webra B/H	Pro-Line	T/F 11 x 8	Cox Blue	Orig. Nose KDH Mair	Fox Long	7½	Crescent City R/C Club
17	Jim Oddino	Calif.	Californian	Lee/Veco .61	S & O MK I	T/F 11 x 7½	—	—	—	—	—
18	Doug Spreng	Calif.	Mod Fire-Fli	Webra B/H	Kraft	T/F 11 x 8	Cox Blue	Multicon	Fox Long	6½	—
19	George Hill	Va.	J & J Eyeball	Webra B/H	Pro-Line	T/F 11 x 8	Duke's	Pro-Line	Fox Long	7½	NVRC
20	Bob Smith	Calif.	Undone II	Lee/Veco .61	Kraft	T/F 11 x 7½	Home Brew	KDH	Fox Long	7½	Fuel: Fox Oil 15% Nitro

**FLIGHT SCORES (in order of finish)
C EXPERT PATTERN FINALS**

Name	1	2	3	4	5	6	Total Best 2 Flights
Ron Chidgey	367	399	396	419	416	394	835
Don Coleman	380	372	385	404	376	422	826
Jim Martin	119	399	426	391	399	321	825
Norm Page	396	415	398	404	—	219	819
Jim Kirkland	411	351	383	401	371	405	816
Phil Kraft	390	401	25	386	413	382	814
Ralph Brooke	350	397	365	403	386	366	800
Jim Edwards	371	401	372	373	396	350	797
Ted White	—	361	384	350	354	406	790
Jim Whitley	366	399	386	27	376	374	785
Tony Bonetti	388	389	380	394	364	358	783
Bill Salkowski	390	344	386	386	360	391	781
Lou Penrod	324	360	348	371	372	403	775
Larry Leonard	376	366	366	392	372	381	773
Joe Bridi	369	391	382	311	359	375	773
John Agee	379	346	—	318	356	387	766
Jim Oddino	366	372	358	378	374	375	753
Doug Spreng	365	349	367	376	362	339	743
George Hill	366	287	365	350	325	356	731
Bob Smith	369	304	290	352	308	323	721

CHIEF JUDGE
Bill Northrop

A PATTERN

1	Charles Shade	311 points
2	Mike Murray	295 points
3	Joe Hildreth	292 points
4	Jim Maki	290 points
5	C. Kenney	280 points

Best Junior — Van Johnson
Best Senior — Eric Meyers

B PATTERN

1	Phil Giesecking	405 points
2	Ken Johnson	399 points
3	Jim Duda	388 points
4	Perry Edmonds	384 points
5	Jim Dornberger	384 points

Best Junior — Jon Stamm
Best Senior — Kim Johnson

JUDGES

Bob Upton, Walt Sousa, Paul Benezra, Jack Stafford, Jack Spalding, Carl Olson, Sam Crawford, Mike Denest, Walt Monson, Dick Austin, Jack Fabri, Charles Bailey, Bror Fabor, Walt Glemster, Bill Bertrand, Frank Schwartz, John Patton, Joe Stream, Chuck Gill, Ernie Weiss.

BELOW: 1970 Nats RC Champ, Larry Leonard, had reliable Liberty Belle bird for 14th place at 1971 classic. Kraft radio, KDH retracts, new K & B 500 fuel. Veco .61 engine.



2nd in C Pattern won by Don Coleman and original Cutlass. Pro-Line radio and retracts, Webra B/H in 7 1/2 lb. ship.



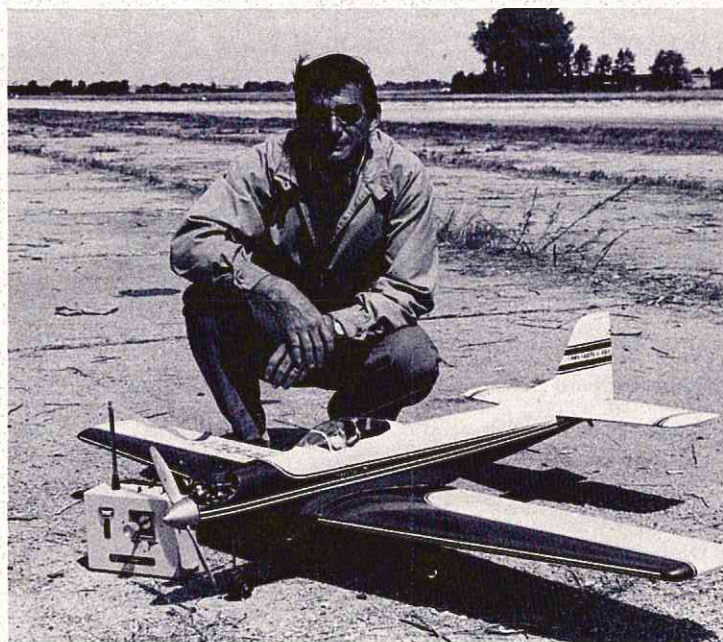
PATTERN



LEFT: Concentration – Championship Style. Ron Chidgey, 1971 Nats Pattern winner & FAI team member shows single stick flying style. Transmitter is early version of Pro-Line. Ron designed control stick. **RIGHT: Wind-up – Ron Chidgey readies for qualification flight, Jim Edwards holds 7½ lb. bird used Top Flite 11 x 8 prop, Cox Blue Label Fuel.**



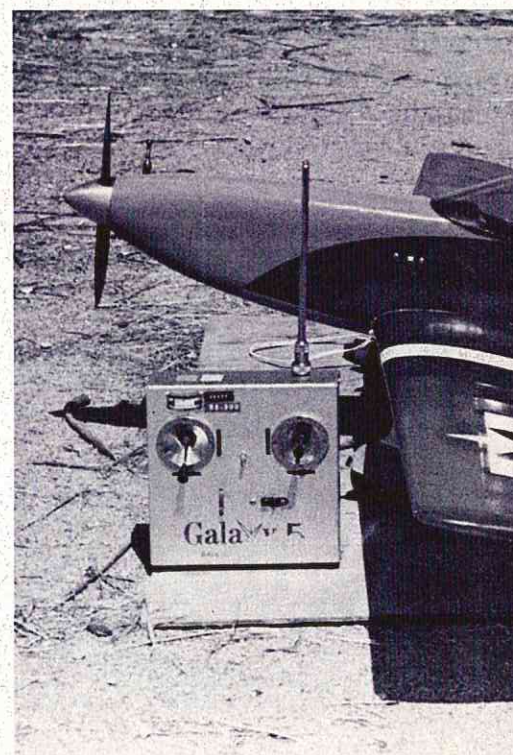
Banshee is new pattern ship by Jim Martin, 3rd place in 1971 Chicago Nats. Pro-Line radio, new Rom-Air retracts, Silence-Aire muffler. To be kitted by J & J.



ABOVE: Satisfaction – Ron Chidgey and faithful 7½ lb. Tiger Tail bird which helped Ron gain 1971 Nats victory, U.S. Team slot. Webra B/H, Pro-Line radio and retracts, helped top 109 entries in classic aerobic event. Top Flite 11 x 8 prop. Cox Blue Label Fuel.

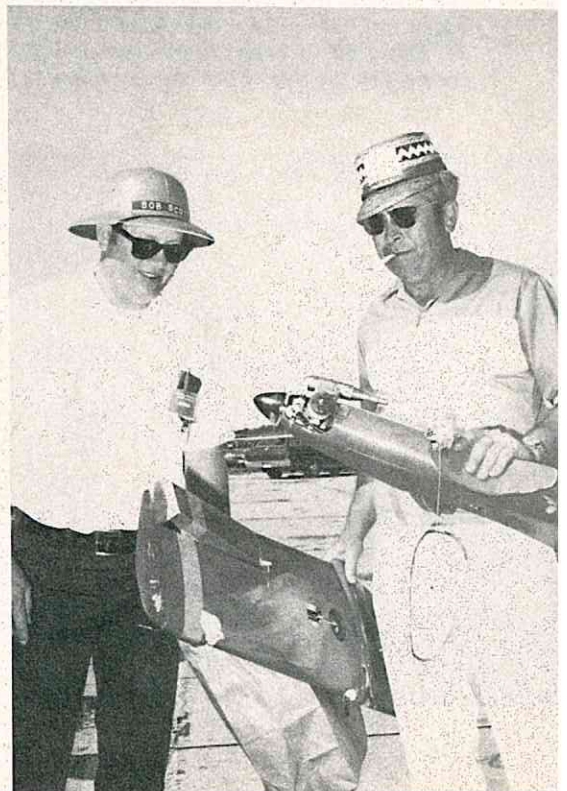
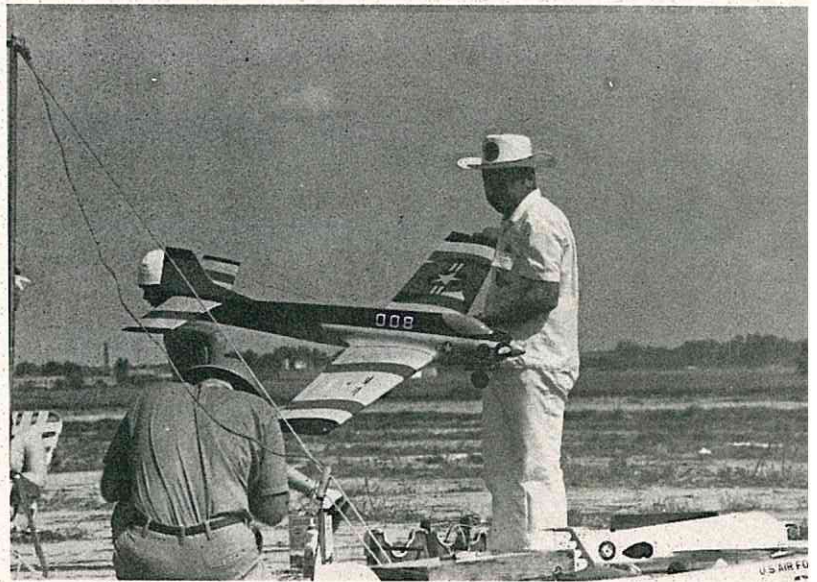


ABOVE: Norm Page flying form. Mike Mueller called for 4th place winner. John Patton, judge.





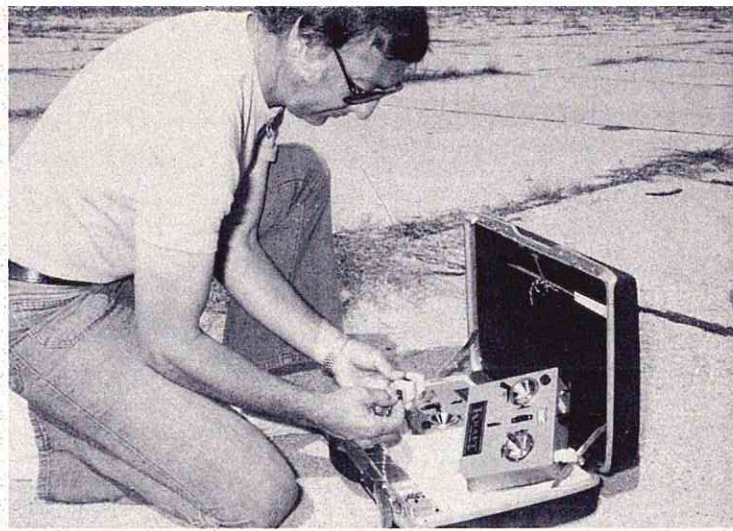
ABOVE: Norm Page topped qualification rounds with original Mach One, placed 4th in finals. Chicago flier used Pro-Line radio and retracts, a trimmed 11 x 8 Top Flite prop. **ABOVE, RIGHT:** Former World Champion and 1971 U.S. FAI team member, Phil Kraft, placed 6th with new Fire-Fli ship. 8 lbs., Kraft radio and retracts, 60" span. **RIGHT:** Ralph Brooke and original Gladiator; first at Spokane Internats, came from Seattle, Washington for 7th place in 1971 Nats. Ship, 8 1/4 lbs. had Pro-Line radio and retracts, MS 11 x 7 1/2 prop. **BELOW, RIGHT:** Jim Edwards' 8th place Dragin-Fli broke battery wire in full down, outside looped out-of-sight! Recovered from lake 10 miles away... Pattern event chief, Bob Scott and Jim examine remains. **BELOW:** El Gringo IV was 8 1/2 lb. tail dragger by Ted White for 1971 Nats. Galaxy radio, Webra B/H engine with 4 oz. flywheel. Missile Mist fuel.



PATTERN



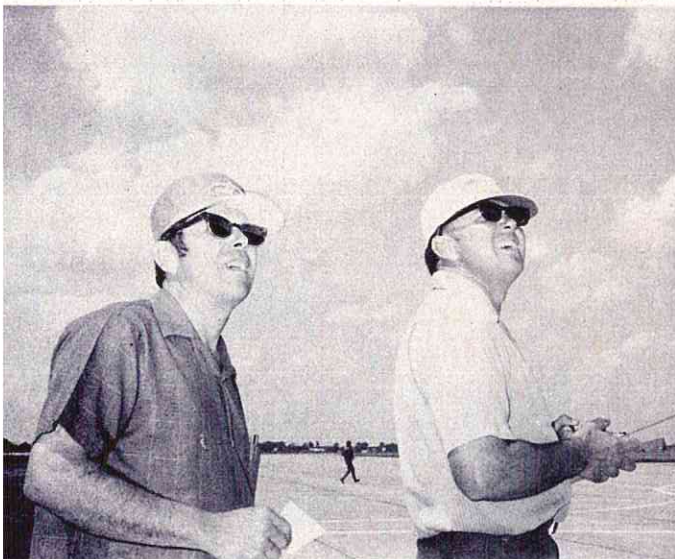
ABOVE: Jim Whitley had untested "Daddy Rabbit VII" for 1971 Nats, placed 10th. Developer of Pro-Line radio used Webra B/H engine in 7½ lb. all-balsa ship. **RIGHT:** Ted White checks El Gringo IV. Placed 9th in Expert Pattern category. **BELOW:** Kraft concentration. Phil had help of Cliff Weirick during 1971 Nats.



Attache case is neat transmitter and spare radio container for Tony Bonetti. Business-like . . .



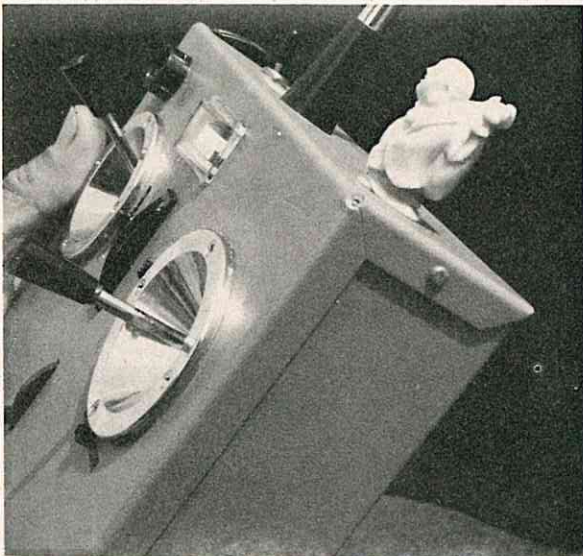
"Miss Florida" was Mustang-X original by Jim Kirkland. Placed 5th. Smallest ship at 5½, was fitted with original retracts, Pro-Line radio, Super Tigre .46.



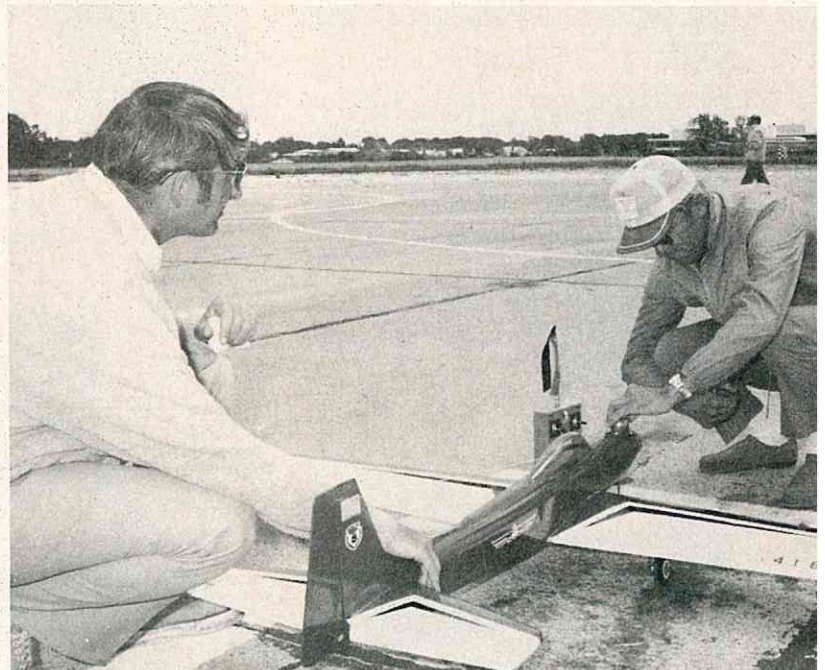


Tony Bonetti and striking "Trouble-Maker" placed 11th. Kraft radio, new Rom-Air retracts. Ship to be kitted.

Bill Salkowski "Californian" is test bed for new O & S radio at Chicago Nats. Jim Oddino - the "O" of O & S - holds. Lee-Veco .61 engine, Home Brew fuel.



A way to change your luck... Tony Bonetti XMTR has Buddah luck charm from well-wishing fan.



PATTERN



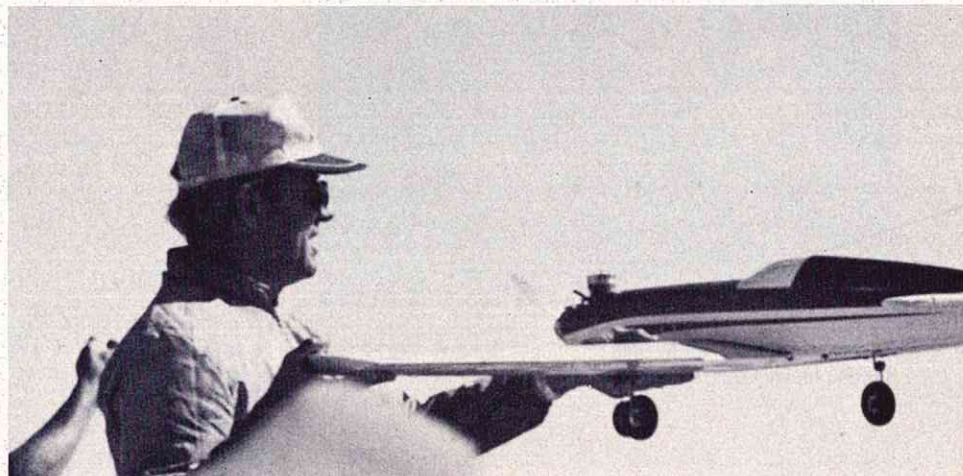
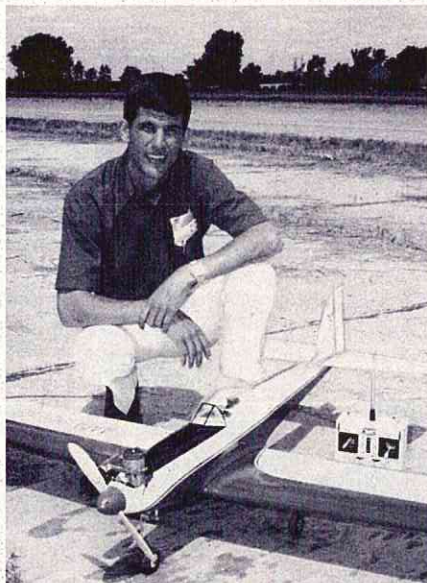
LEFT: Doug Spreng livens all meets, 1971 Nats no exception. Fire-Fli ship had Kraft radio, Multicon retracts. **BELOW:** Lou Penrod gets Don Coleman maneuver calls during qualification round. Competition close, hot for 40th Nats.



Don McCan: calling. Close-up of unusual and fine finish on Bob Smith's Undone II.



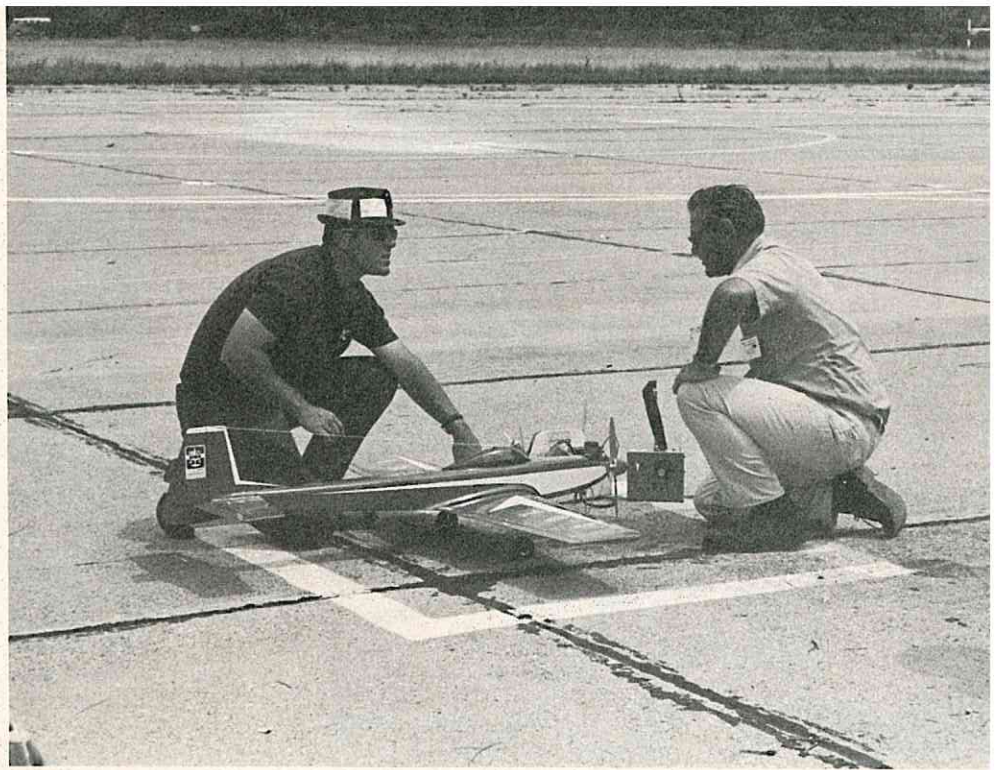
John Agee, CCRCC flyer, was only newcomer to make Pattern finals, placed creditably at 16th. Ship, a Citron A, Pro-Line radio, Webra engine.



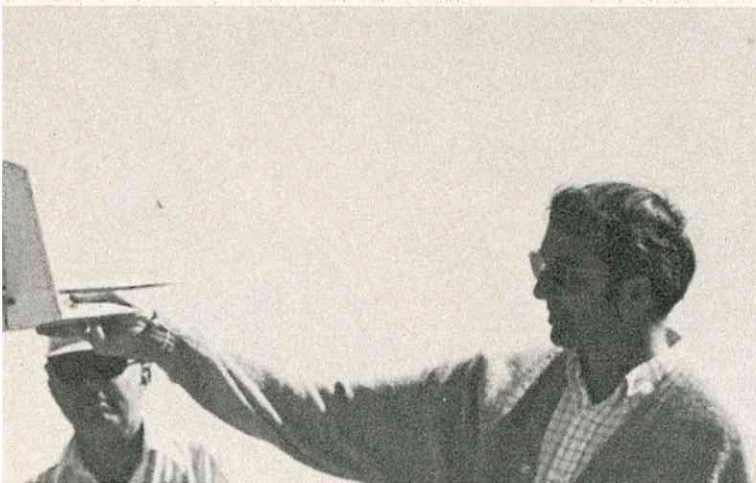


Bob Smith flew up a storm in both RC Pylon finals, also made Pattern finals with "Undone II." Kraft radio, KDH retracts. Home Brew fuel (15% nitro) with Klotz oil.

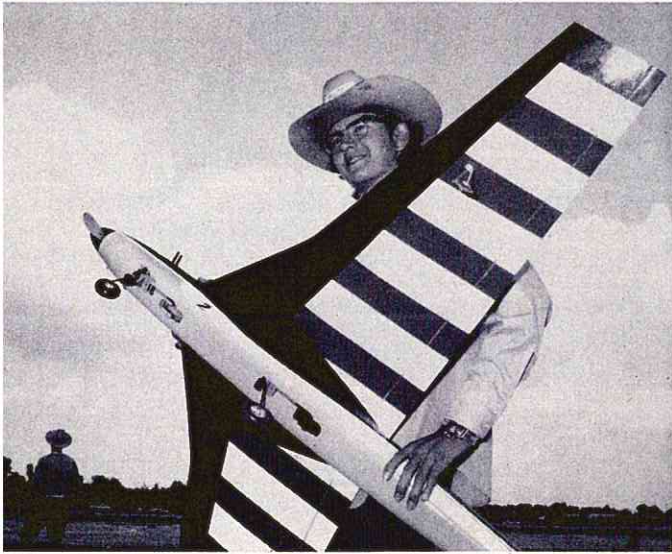
Genial Joe Bridi had original Kaos for 1971 Nats. 6 1/2 lb. bird used new S & O radio, Lee-Veco .61 engine. Don Guttridge assisted. Joe placed 15th.



LEFT: One of few kit ships in Pattern finals was J & J Eyeball by George Hill, NVRC'er. Pro-Line radio and retracts used by Pattern veteran. BELOW, LEFT: Jim Oddino placed 17th with S & O radio. Salkowski, Oddino, joint radio manufacturing effort. BELOW: Lou Penrod favors Klotz oil, 16% nitro in Home Brew fuel for 7 1/2 lb. Cajun Queen Nats entry. Pro-Line radio and retracts. Placed 13th.



PATTERN



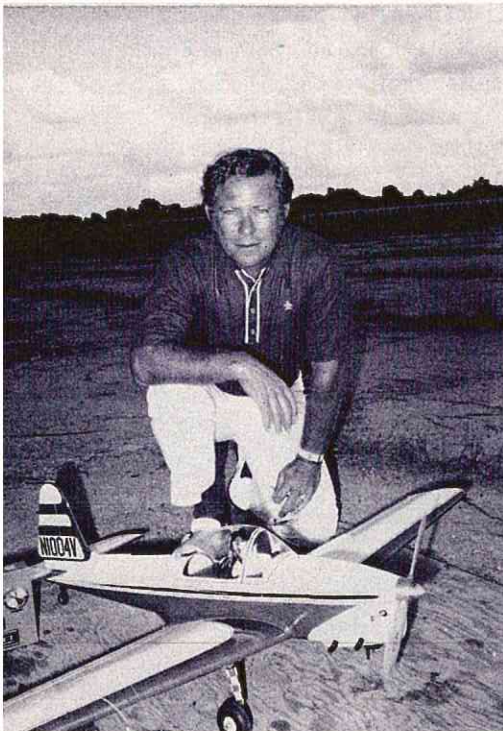
ABOVE: Unusual original by Jim Wilmot of Denver, Colorado, was Pattern entry in 1971 Nats. Royal Classic radio. **RIGHT:** Pattern finals line was good place to check aerobatic details. Here Ron Chidgey and Phil Kraft, U.S. FAI team members, indulge.



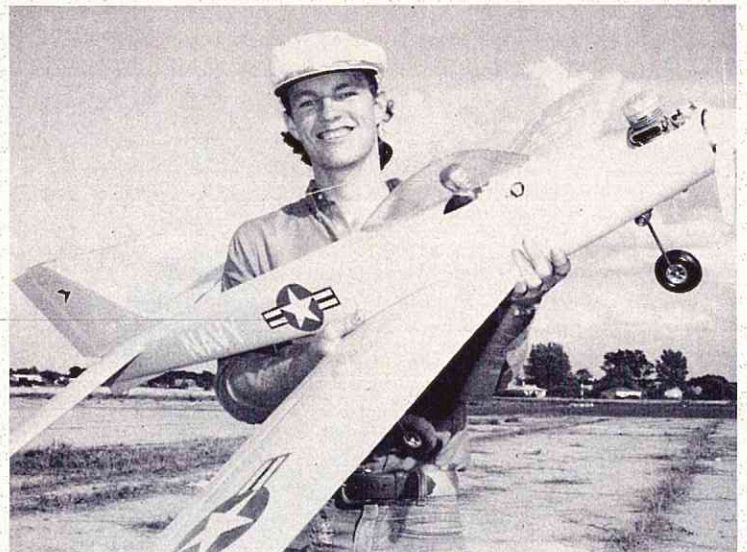
Bob Reuther, Hobby World chief, was Pylon events director, flew C Pattern with A-6 Intruder. Kirkland design weighed 7½ lbs. from Skyglass kit. Kraft radio and retracts in neat ship.



Whit Stockwell was another 3-event flyer, here with Triton pattern ship. Lee-Veco .61, Kraft radio, CAS retracts.

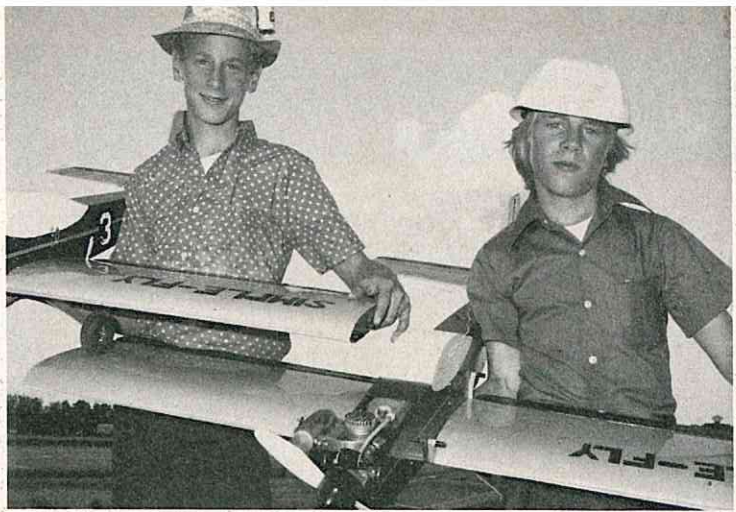


Stafford Chipmunk was C Pattern ship for Maurice Woods of Oklahoma City. Enya .60 and Kraft radio.





RC's clown prince, Harold Goldclank, with seriously made "Goldplank" original, made highest points in long Nats history. Latest Goldclankism, M-For-Mother Maneuver — a triple peak figure — was 1971 Nats highlight.



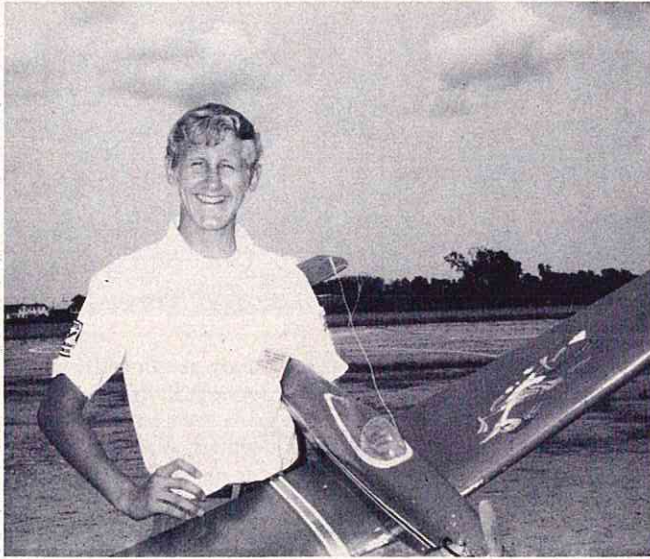
ABOVE: Youngest C Pattern contestants were Bruce and Brian Richmond, flying twin "Simple-Fly" ships. Competent performers. Kraft radios, K & B .40 engines. BELOW: Capt. Dean Koger of the USAF team put Kraft retracts in Pilot Cavalier ARF, produced fine Pattern contest ship. Webra engine, Kraft radio.



ABOVE: Pattern form... Joe Bridi had Nicole Gutridge to prompt maneuvers during aerobatic event. Placed 15th. RIGHT: USAF team competing in aerobatic event.



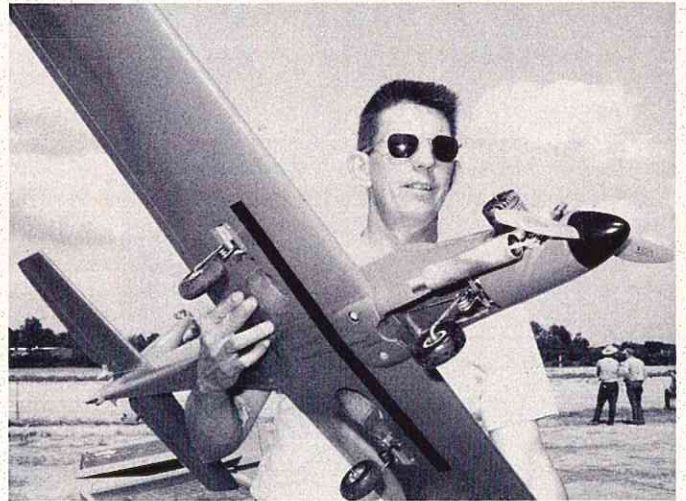
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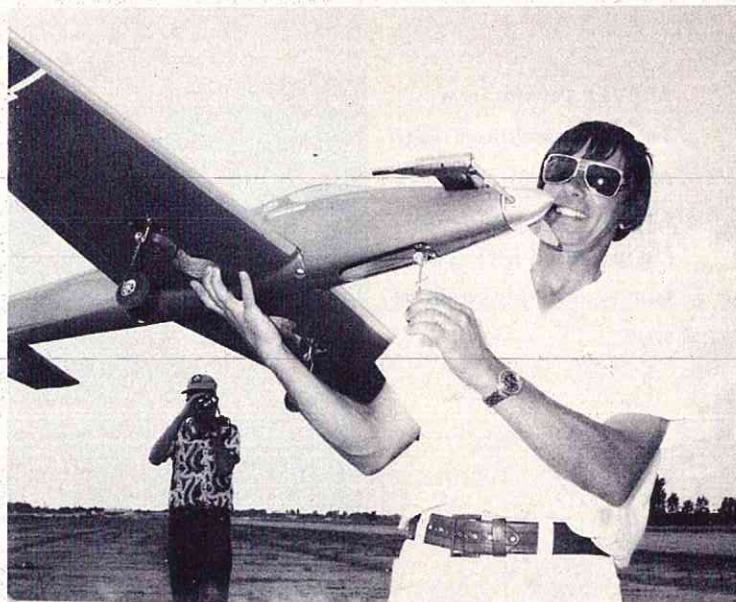
ABOVE: Bill Richards was Chicagoland RC'ers C-Novice entry. Pagan Mk II weighed 7½ lbs. used Kraft radio, Webra. **RIGHT:** USAF Col. Hank Walker had 7½ lb. Dragin-Fli for C Expert Pattern event. NVRC'er used Kraft radio, KO muffler, Webra engine. **BELOW:** Mach One was C Pattern ship for Mike Mueller, one of Chicago's best seniors. Webra engine, Pro-Line radio and retracts in 7¼ lb. Page design.



"Warlock" is original pattern ship by Jim Wilmot. 7 lb. ship had ST .60, modified Posittract retracts for mains. Outriggers contact ground first, ease ship into landing. Good idea . . . Ed Sweeney, AAM Editor, interested.

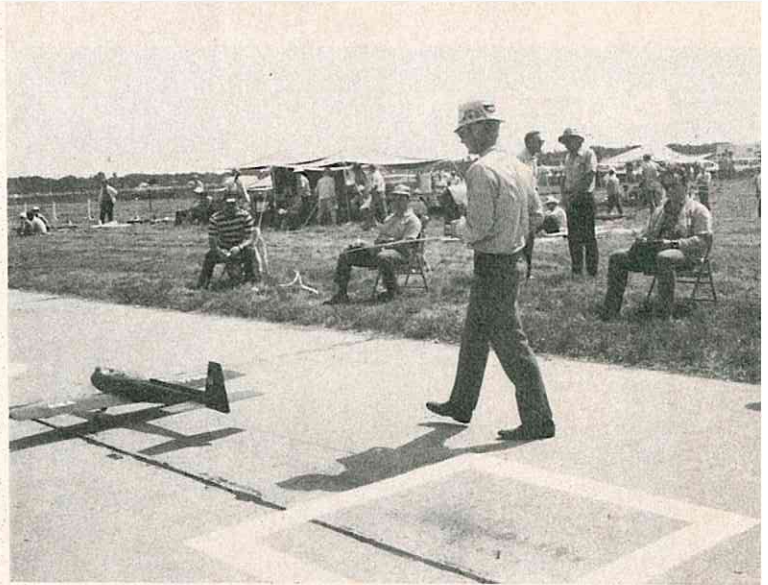


Jerry Worth and Pantera (Panther) X-7 for 1971 Nats. 7½ lbs. ship had Webra, Pro-Line radio and retracts.





Perennial Nats competitors, Louise and Ed Izzo, brought new original for CX event. Webra engine, Pro-Line radio and retracts.

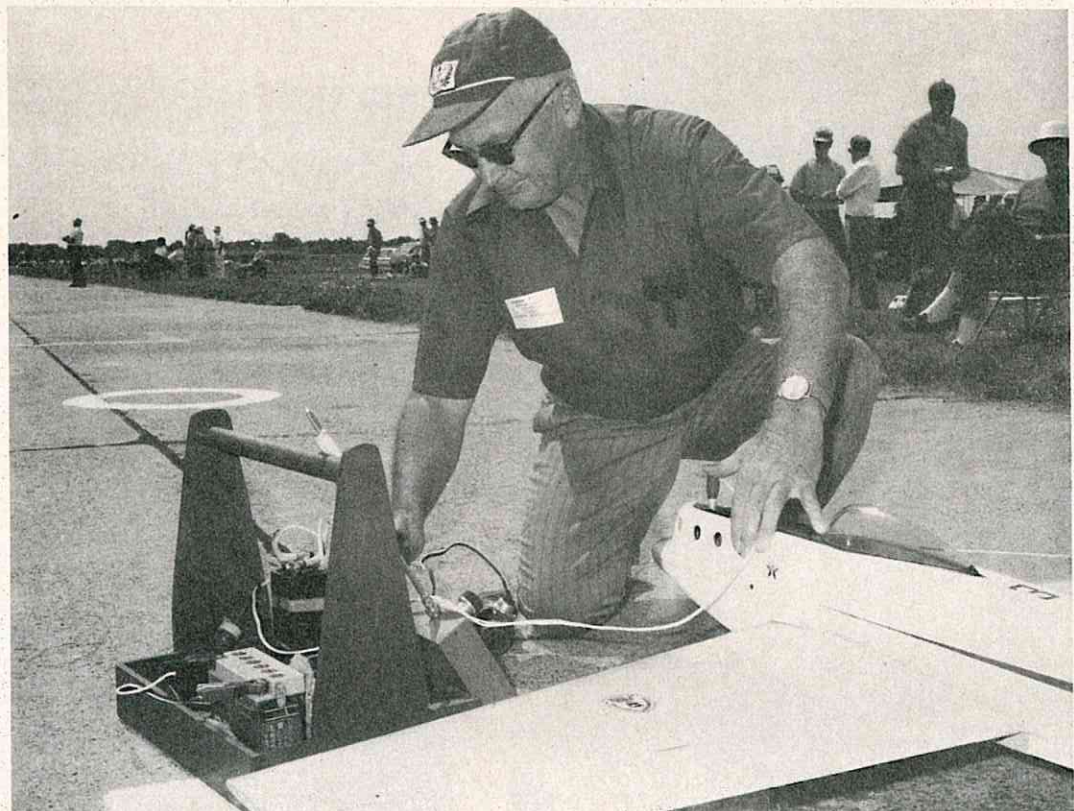


Flight line view – Dave Brown, 1970 C Novice Nats winner, taxis Kaos out for takeoff in CX in 1971 classic. Judges Walt Sousa, Paul Benezra, Bob Upton and Weldon Smith watch.

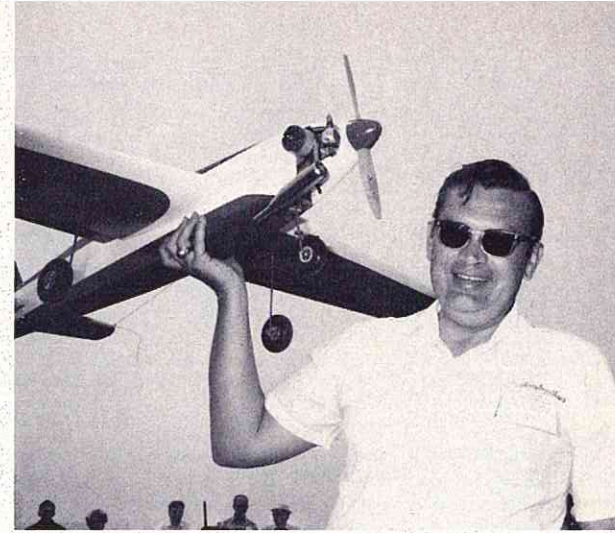


Bev Smith of Hobbypoxy fame, visits with contestants.

Harry Walker of the Cleveland Radio Controllers flew a Jerry Kolb original in C-Novice. HP .61 engine had Perry carb., used Randy's 10% nitro fuel. Kraft radio.



PATTERN

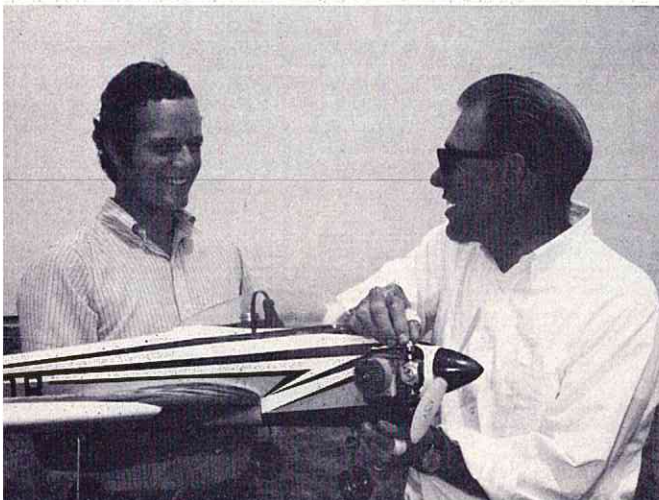


ABOVE: MAN RC Editor, Art Schroeder, flew 5¼ lb. Eyeball in 1971 Nats. Pro-Line radio, Webra engine, Top Flite 11 x 7½ prop. **LEFT:** "Hot Pants" was Jerry Nelson entry in C Expert Pattern class. Midwest Hobby Supplies chief used Kraft radio, Multicon retracts, HP-61 engine. **BELOW:** RC Pattern popular at 1971 Nats. Spectators followed action from shade of sun tents. Weather fine all week.



BELOW, LEFT: Steve Buck, Phoenix senior, gets needle valve help from George Reis. Promising flier had Intruder, used Pro-Line radio and retracts, Tiger fuel, Top Flite 11 x 8 prop. **BELOW:** Don Guttridge had Japanese Corsair Mk II. Veco .61, Pro-Line radio in 7 lb. bird. Don, with United Airlines, promotes RC support.

Some spectators were real enthusiastic . . .



1971 A.M.A. NATIONALS: FORMULA I



FORMULA I EVENT

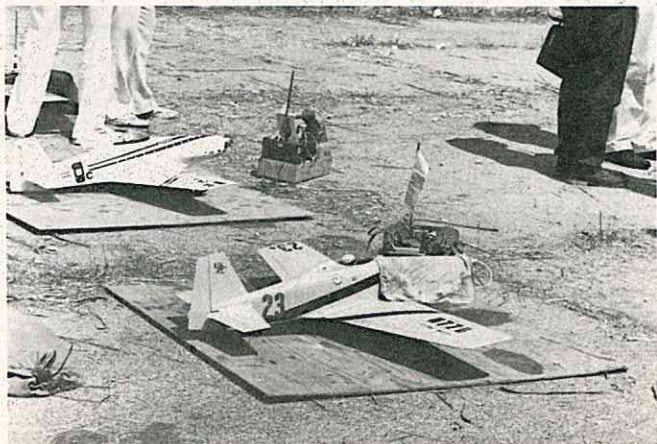
There's always been a friendly rivalry between East and West in modeling competition. RC has been no exception. With FAI Pylon being won by the Virginia team of Violett/Telford, and the Pattern crown going South, Pylon I – which was 'born' in California – remained the final event for West Coast fliers to defend to prevent a complete sweep of the RC events of the 1971 Nationals . . . New shiny ships flashed, engines screamed, flags came down, and voices of counters and callers shrieked – and after quiet returned once again it was Terry Prather of Southern California who had the only perfect string of winning heats. Modeling honor and prowess had been vindicated – until next year . . .

Terry's winning ship, the ABC Tiger, was powered by a ST .40 ABC Special by GMA consuming 60% nitro fuel. With the 2nd place entry of Telford and Violett also using an ABC .40, it appears the Italian mill continues to cast an ever-enlarging shadow. The Wisniewski .40 remains a promise of the future as does the HP .40, but the battle is presently between the K & B .40 and the ST ABC.

As for new planes, the Miss Dara by PB Products stands out along with 'Smith Wing' refined Minnows. Speeds seemed to plateau at the 1:35 level – Paul Benezra's 1:34.2 was the fastest at the Nats – and racing buffs wondered where the next breakthrough would come . . .

FORMULA I – 1971 NATIONALS DATA											
Place	Pilot	State	Radio	Plane	Engine	Prop-Make/Size	Fuel-Nitro	Glo Plug (HD=Heavy Duty)	Fastest Heat	Adjusted Qual. Time	Remarks
1	Terry Prather	Calif.	Kraft	Minnow	ST .40 ABC (gma)	T/F 10 x 8	60%	Fireball STD	1:41.5	1:49.1	1970 NMPRA Champ.
2	Telford/Violett	Va.	Pro-Line	Cosmic Wind	ST .40 ABC	T/F 9 x 8½	50%	Fox HD Long	1:42.8	1:41.8	–
3	Korpi/Roy	Calif.	Kraft	K & K Ballerina	K & B .40	T/F 9 x 8½	65%	K & B Long	1:43.4	1:48.9	50% Nitro
4	Bob Smith	Calif.	Kraft	Miss Dara	Lee/K & B .40	T/F 9 x 8½	K & B Speed	Fox HD Short	1:42.4	1:43.9	–
5	Tom Baker	N.C.	Kraft	Stegall Minnow	K & B .40	T/F 9 x 8½	60%	Fox HD Short	1:46.3	1:52.4	–
6	Jim Stegall	Ohio	Kraft	Stegall Minnow	K & B .40	T/F 9 x 8½	50%	Fox HD Short	–	1:47.8	Klotz Oil in fuel
7	Joe Bridi	Calif.	EK Pro	Minnow	K & B .40	T/F 9 x 8½	60%	Electrode	–	1:48.3	Klotz Oil in fuel
8	Hal DeBolt	N.Y.	Orbit	DeBolt Mustang	K & B .40	T/F 9 x 8½	55%	K & B Short	–	1:51.0	Pete Reed "Tiger Sweat Fuel"
9	Marty Barry	Calif.	Kraft	D.B. Prod. Minnow	K & B .40	T/F 9 x 8½	K & B Speed	Fox HD Short	–	1:50.2	50% Nitro
10	Whit Stockwell	Calif.	Kraft	Minnow	Lee/K & B .40	T/F 9 x 8½	K & B Speed	Fox HD Short	–	1:55.7	Smith Laminar Flow wing
11	Hal Coleson	Ala.	Kraft	Stegall Minnow	K & B .40	T/F 9 x 8½	60%	Fox HD Short	–	1:53.5	Fastest heat! 1:35.8
12	Paul Benezra	Calif.	Kraft	Shoestring	K & B .40	T/F 9 x 8½	Sheldon Racing 50	–	–	1:40.3	Fastest Qual.: 1:34.2
13	Chuck Smith	Calif.	Kraft	Miss Dara	Lee/K & B .40	T/F 9 x 8½	K & B Speed	Fox HD Short	–	1:53.2	50% Nitro
14	Cliff Weirick	Calif.	PCS	Minnow	K & B .40	T/F 9 x 8½	K & B Speed	Fox HD Short	–	1:50.1	50% Nitro
15	Vern Smith	Penn.	Kraft	Stafford Minnow	ST .40 ABC	Orig. 9 x 8	60%	Fox HD Short	–	1:50.5	Ucon Oil
16	Doug Spreng	Calif.	Kraft	Minnow	ST .40 ABC (gma)	GMA 9 x 8	K & B Speed	Fox HD Short	–	1:53.3	–
17	D.C. May	Ga.	Kraft	Stegall Minnow	K & B .40	T/F 9 x 8½	60%	Fox HD Short	–	1:54.2	–
18	Ernie Weiss	N.J.	Kraft	Minnow	ST .40 ABC	GMA 8½ x 8½	K & B Speed	Fox HD Short	–	1:49.0	50% Nitro
19	Larry Leonard	Calif.	Kraft	Miss Dara	K & B .40	T/F 9 x 8½	K & B Speed	Fox HD Short	–	1:45.6	50% Nitro
20	Dan McCann	Calif.	Kraft	Miss Dara	Lee/K & B .40	T/F 9 x 8½	K & B Speed	Fox HD Short	–	1:50.8	50% Nitro

RIGHT: Formula I Pylon event winner, Terry Prather and Cosmic Wind Minnow. A perfect set of heats did the trick. Ship named ABC Tiger for ST .40 ABC mill by GMA.



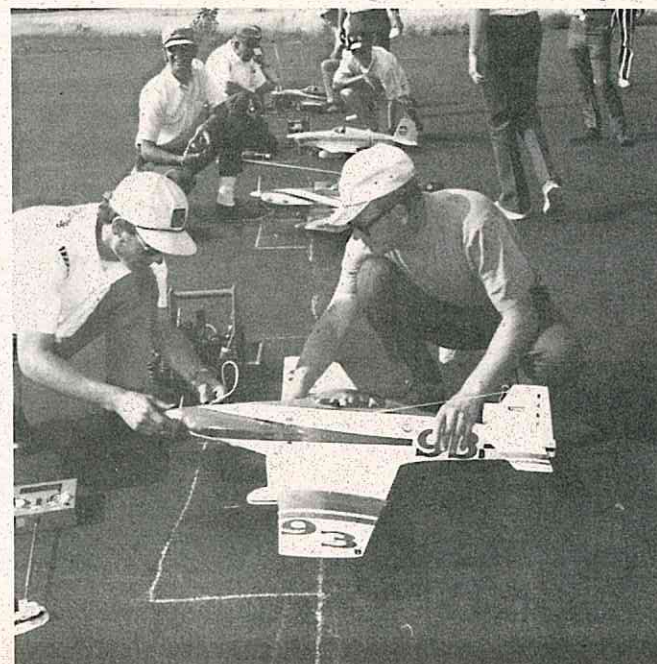
Tom Bakers Stegall Minnow placed 5th. K & B .40, Kraft radio, 60% nitro fuel.



ABOVE: Jim Stegall entry gets weight check after heat. All Pylon I ships received same check each heat. Stegall Minnows popular. Dave Hyde officiated at the scale while Bill Helms and Jim Stegall checked. Placed 6th. **BELOW:** The last heat . . . Terry readies for final start, AI holds. Another first and a National Championship for a deserving pilot. Kraft radio, 60% nitro fuel, Fireball Std. plug.



ABOVE: A solid threat – team of Cliff Telford and Bob Violett present consistent and imposing challenge, won FAI event. Placed 2nd in Pylon I by one point. ST ABC .40, in tidy Cosmic Wind. Pro-Line radio, 50% nitro fuel. **BELOW:** Bob Smith's Miss Dara (foreground), 4th in 1971 Nats Pylon I event. Lee/K & B .40 used K & B Supersonic Speed fuel. Kraft radio. Terry Prathers 1st place Cosmic Wind in rear.



FORMULA I



ABOVE: Hal DeBolt and 8th place Mustang original. K & B .40, Orbit radio, Pete Reed 50% nitro fuel. **BELOW:** Minnow and Cliff Weirick, 14th at 1971 Nats. PCS radio, K & B .40, K & B Supersonic Speed fuel.



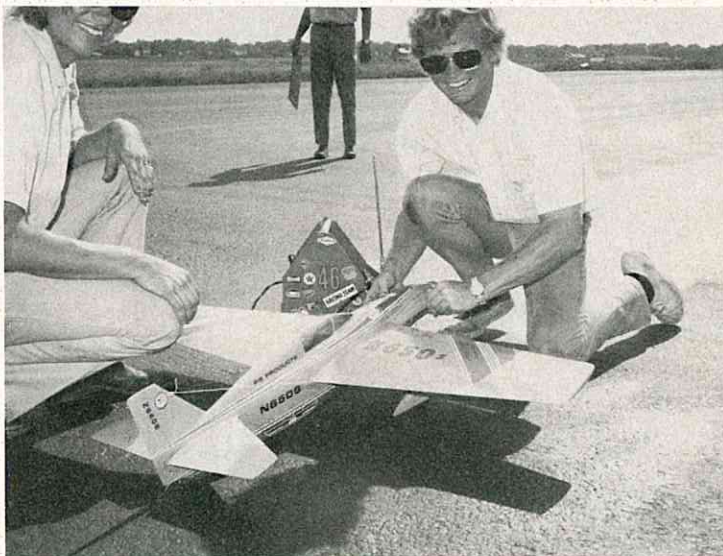
RIGHT: Confident Joe Bridi has his Minnow checked. Placed 7th with K & B .40 mill. EK Pro radio.



ABOVE: Marty Barry and PB Products Minnow. K & B .40 used K & B Supersonic Speed fuel. Kraft radio. **LEFT:** Hal Coleson set heat mark of 1:35.8 for 1971 Nats. Placed 11th with Stegall Minnow, K & B .40, 60% fuel.



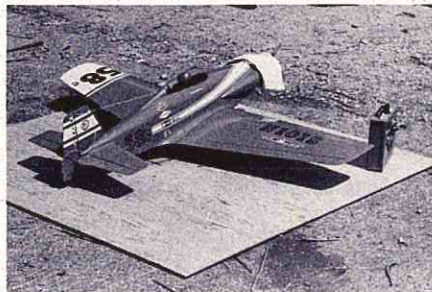
LEFT: Fastest qualifier — Paul Benezra and Shoestring clocked 1:34.2. Placed 12th. K & B .40. Kraft radio. **BELOW, LEFT:** Chuck Smith and Miss Dara, both newcomers to Nats competition. Performance indicates they'll stay . . . Lee/K & B .40, Kraft radio. **BELOW:** Minnow was Whit Stockwell racer for 1971 Nats. Former champion finished 10th. Lee/K & B .40, K & B Speed fuel. Kraft radio.



LEFT: Vern Smith had Stafford Minnow for 15th. ST .40 ABC, original 9 x 8 prop. 60% nitro fuel. **BELOW:** In the heat of a heat — Hal DeBolt cool while young Ken Landefeld calls turns.



FORMULA I



LEFT: ST .40 ABC was Doug Spreng mill choice for Minnow. Used GMA 9 x 8 prop. Placed 16th. RIGHT: RC affluence – Pylon impound had wide variety of radios. 79 entries in Formula I.



D.C. May had Stegall Minnow, K & B .40 for 17th place. 60% nitro fuel, Kraft radio.



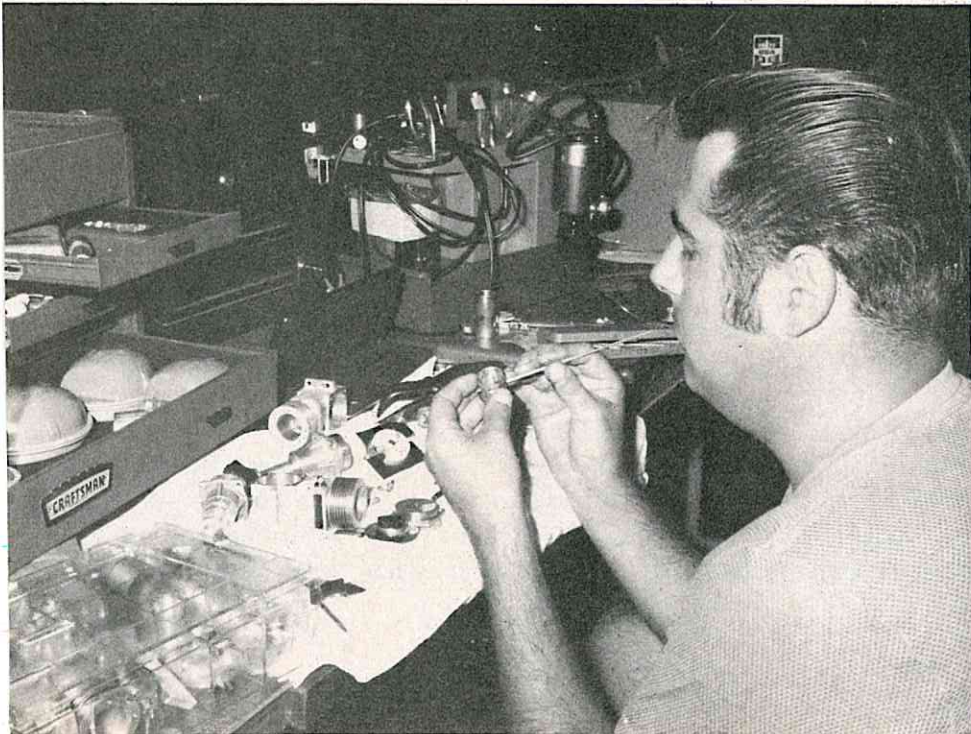
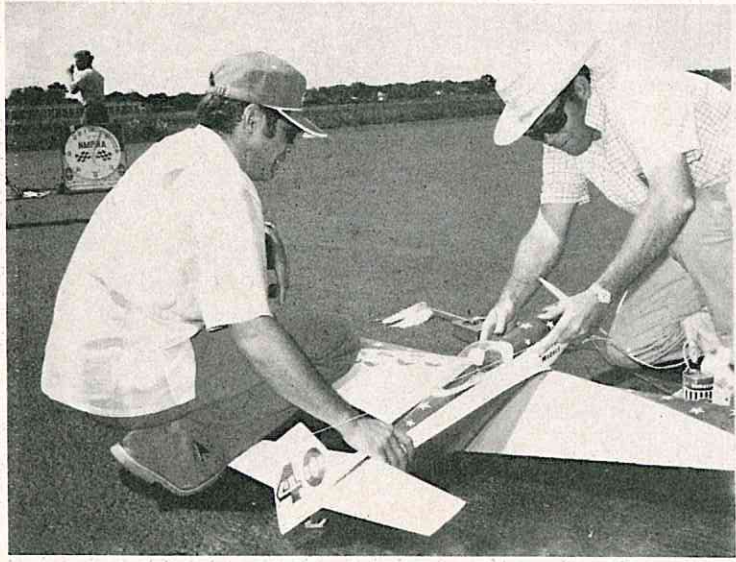
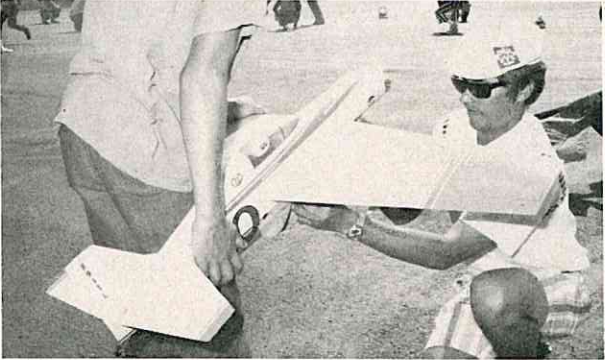
ABOVE: Crowd interest was high – Ernie Wiess ‘sells’ RC to the spectators. Ship an ST .40 ABC powered Minnow. LEFT: Hale Wallace’s DeBolt Mustang featured power pod. PCS radio, K & B Speed fuel.



RIGHT: Newcomer, Dan McCan shows Miss Dara prototype to Carl Goldberg. Ship lost in 1st heat. Lee/K & B .40, Kraft radio. **BELOW:** Larry Leonard had engine woes, settled for unusual 19th spot. Miss Dara had Kraft, K & B .40.



Jack Stafford in qualifying heat had Weirick help. Stafford Minnow popular. K & B .40, Kraft radio.



LEFT: Dave Wallick of Elyria, Ohio, had engine workshop to rebuild engines. Kept busy at 1971 Nats. Red Barons speed whiz... **BELOW:** Bob Noll tried Pylon skill during Nats qualification. Competition stiff.



1971 A.M.A. NATIONALS: SOARING

Here's a Sampling of Plane and Equipment preferences:

Name	Plane	Radio	Wgt.	Span	Remarks
Carter Carlsen	Phoenix 130	Kraft	3½ lbs.	130"	Modified
Al Dolnoki	"Leftover"	Man 2-3-4	3 lbs.	98"	Original
John Donaldson	"Nancy"	Bonner	3¼ lbs.	96"	Original
Terry Edmonds	Kurwi 68	Kraft	3½ lbs.	143"	
Dwight Hartman	"Sky Hook"	Orbit	3 lbs.	77"	Bob Reed Design
Jack Josaitus	Mistrial	Min-X	3½ lbs.	110"	
Carl Lorber	"Gagler"	PCS	5 lbs.	120"	Original
Jerry Nelson	Don Juan	Kraft	3¼ lbs.	120"	
Cas Pels	Cirrus	Simprop	3¼ lbs.	118"	
Dan Pruss	Phoenix 130	EK Log III	3½ lbs.	130"	
Jim Simpson	Foka	EK (LRB)	3 lbs.	102"	Scale
Ed Rempelski	Cirrus	Micro	2½ lbs.	118"	
Mark Smith	Windward	Orbit	24 oz.	72"	Kit
Mark Smith	"Happy Hour"	Orbit	5½ lbs.	144"	Original
Rod Smith	Windward	Orbit	24 oz.	72"	



Top winner – California's Mark Smith, Harbor Slope Soaring Society, won fly-off for glider championship, Schwinn touring bike. Flew original Windward.

SAILPLANES

Again in 1971, glider flying was a Nats 'extra' as a supplemental category. And as was the case in 1970, competition was a popular success with some 65 entries enjoying two days of soaring on the cool green lawns of Miller Meadows, an unusually beautiful site within the Cook County Forest Preserve in suburban Maywood, Ill. Host for the meet was SOAR – the Silent Order of Aeromodeling by Radio – with Dave Burt filling the CD slot. He was aided, principally, by that yoeman gliding promoter, Dan Pruss, along with Jerry Nelson and Neil Liptak who also helped in managing the meet and keeping flights rolling along smoothly. The record turnout flew 6 rounds in both events, standard for ships under 100" span, and open for ships above the 100" mark. Awards also went for special achievement categories. Team entry was another road to the winners circle with 6 teams entering.

In the flat terrain of Chicago, thermal soaring was the order of things. Despite very cool weather (A record 48° was set Tuesday morning . . .) and high winds the first day, thermals were numerous both days. However they were of the 'soft' variety which made the meet very much a combined test of pilot skill and glider performance. (No thermal sniffers were used although permitted.) All flights were for "10 minute precision" with a point per second penalty for under and over that mark. Landing accuracy brought a 25 point bonus for putting the ship in the 25'x100' rectangle if it didn't flip over in the process. To Ed Rempelski, 16 year old flyer of the Harbor Soaring Society, went the distinction of having the only perfect 625 point score of the meet which was logged on the last round. . . Winners were determined by total points earned in all rounds flown which made consistency of performance a major factor in Chicago in 1971.

GLIDING — 1971 NATIONALS

Winners

GRAND CHAMPION: Mark Smith — Harbor Soaring Society

Standard Event	Name	State	Club	Score	
100" wingspan or less)	Rod Smith	Calif.	HSS	2513 points	
	John Nielsen	Ill.	SOAR	2506 points	
	Mark Smith	Calif.	HSS	2468 points	
	J. Donelson	Calif.	HSS	2203 points	
	J. Pitcher	Mich.	Seaway RC	1963 points	
	B. Wolfe	Ill.	SOAR	1805 points	
	L. Weaver	Calif.	HSS	1767 points	
	R. Vanderdonk	Mich.	GDS & HS	1660 points	
	E. Rempelski	Calif.	HSS	1616 points	
	A. Slagle	Mich.	GDS & HS	1487 points	
	Open Event (any wingspan)	John Nielson	Ill.	SOAR	2916 points
		Carter Carlsen	Ill.	SOAR	2898 points
		Otto Heithecker	Mich.	GDS & HS	2876 points
Cas Pels		Ill.	SOAR	2781 points	
M. Smith		Calif.	HSS	2661 points	
N. Liptak		Ill.	SOAR	2525 points	
D. Pruss		Ill.	SOAR	2501 points	
R. Belger		Mich.	GDS & HS	2434 points	
R. Smith		Calif.	HSS	2319 points	
G. Nelson		Ill.	SOAR	2202 points	
Team Event	Silent Order of Aeromodeling by Radio (Soar)			7154 points	
	Neil Liptak, John Nielsen, Jack Hiner				
	Harbor Soaring Society (HSS)			6938 points	
	Greater Detroit Soaring & Hiking Soc. (GDS & HS)			6234 points	
	Midwest RC — Michigan			4302 points	
	Seaway RC — Michigan			3178 points	
Decator Blunderbirds			1847 points		

SPECIAL AWARDS: GLIDING

Best MonoKote	Ed Mozurkewich
Best Technical Achievement	Harbor Soaring Society
Best Original Design	Otto Heithecker
Best Jr.—Sr.	Mark Smith
Best Scale	John Donelson

A BEGINNER GOES To The SOARING NATS



RCM staffer, Jim Simpson, ponders repair 'problem' at Chicago meet. Resourceful RC'er soon had scale Foka back in business... EK Logictrol radio in 3 lb. 102" span ship.

by Jim Simpson

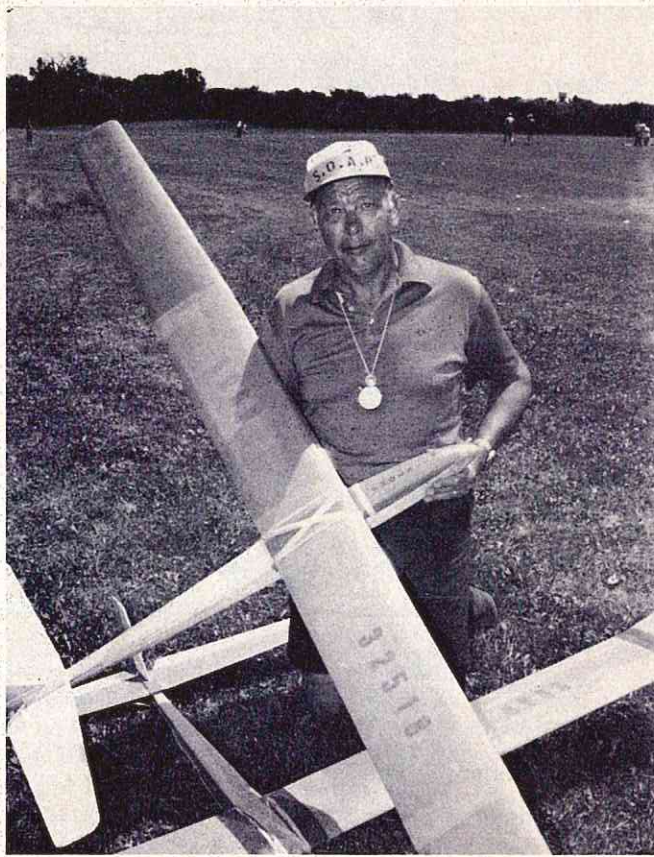
Why beginner, you say? Well we can sum up my sailplane experience which began with abortive attempts (i.e. from 3 all the way up to 25 second flights) on an S-10, by looking at my present sailplane, a Graupner Foka. I have flown it 100 yards (non-stop) with a hand launch, then achieved dizzying heights of nearly 100 feet with a hand tow (but really most of these futile attempts ended in disaster and twice broke the right wing panel as well!)

Next came the inevitable "piggy-back" ala Goods Rudderbug-Kurwi combination! I built a rack to fit my Kwik Fli III, installed the Foka there on and nearly wrecked the whole mess, narrowly escaping disaster by jettisoning the Foka out of a spiral dive at 80 feet of altitude! Next came the RCM Hi Start and finally a series of wonderful flights ranging anywhere from 1 all the way up to 2½ minutes! Like WOW!

At this point, I aspired to the League of Silent Flight membership and after receiving my level I list I diligently spent all day and about 30

(continued on page 96)

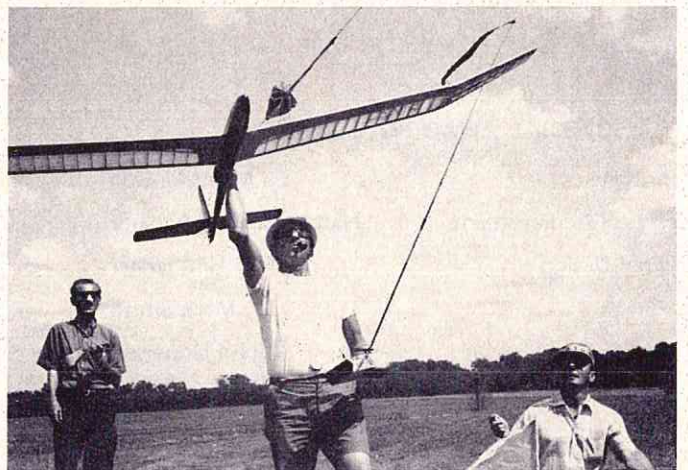
SOARING



ABOVE: Winning Smiths – Father and Son dominated standard gliding event in Chicago. Mark and Rod Smith of HSS flew Windwards. Designed and kitted by them. **LEFT:** John Nielsen flew impressive Phoenix entries in 1971 events; placed 1st in Open, 2nd in Standard. John is Schwinn Production Manager, obtained grand prize and advises RC is Rx for business pressures . . . **BELOW:** Carter Carlsen had modified Phoenix 130 for Chicago meet, placed 2nd in Open, All Balsa soarer popular in Chicago. German ARF by IBA Co., distributed by John Nielsen.



ABOVE: "Nancy" by John Donaldson was 4th in Standard. HSS member used ancient Bonner radio in 3¼ lb., 96" span ship. **RIGHT:** Launch moment – Cas Pels lofts modified Cirrus on way to 3rd in Open event during 1971 Nats. Timer is Mike Pityer with Max Geier at winch. All are SOAR members, host club. Site, Miller Meadows, Cook Co. Forest Preserve Park.



RIGHT: Chuck Winchester flew neat Cirrus with MRC radio. Ship weighed 3 lbs., span 118 inches. BELOW: Perfect flight – Ed Rempelski of HSS launches for meet's only 625 point flight. Cirrus caught strong thermal off tow hook, hit spot exactly 10 minutes later. Ship 2½ lbs., 118" span. BELOW, RIGHT: Veteran modeler, Dwight Hartman had Bob Reed "Sky Hook" design for Chicago meet. 3 lbs., 77" span low aspect wing.



"Gagler" was Carl Lorber original. DCRC'er used PCS radio in 5 lb. ship. 120" span. Solid flyer.



Dan Pruss, 7th in Open in Nats provisional event. Organized 1970 and 1971 meets. Ship, Phoenix 130 with E.K. Logictrol radio. 3½ lbs.

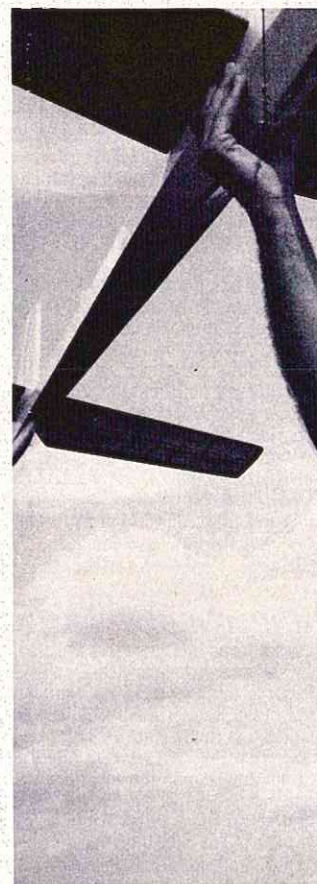
SOARING



John Donaldson, Prexy of Harbor Soaring Society, and trophy for "Best Technical Achievement Award" sponsored by Midwest Hobby Supplies. Club received award for new towing device.



LEFT: Big bird by Mark Smith was "Happy Hour" original. Placed 5th in Open. 5½ lbs., 144" span. BELOW: Texas Two... Jim Simpson and Al Dolnoki were Texas entries in 1971 Chicago glider meet. Simpson flew scale Foka, Dolnoki had 3 lb., 98" span original named "Leftover."



Rod Smith and unusual transmitter grip smiles his way to victory in standard class.



Chicago trophy honors made by CD, Dave Burt, center, and Dan Pruss, left. Here John Donaldson gathers "Best Technical Achievement Award" for Harbor Soaring Society.



LEFT: Top scoring Greater Detroit Soaring & Hiking Society member, Otto Heithecker flew original to 3rd in Open. Also received Best Original Design Award.



ABOVE: Iowa City Aero Hawks entry was Terry Edmonds with Kurwi 68 glider. 144" span ship had Kraft radio, weighed 3½ lbs. LEFT: Jack Josaitus, District VII V.P., 'talks' to Mistrial glider. GDS & HS member used Min-X radio in 3½ lb., 110" span ship.



1971 A.M.A. NATIONALS:F.A.I.PYLON



FAI Pylon racing ran into late afternoon. Here Chief Starter Bill Bone of Bellevue, Washington and RAMS readies for final heat. Great job by all officials

FAI PYLON

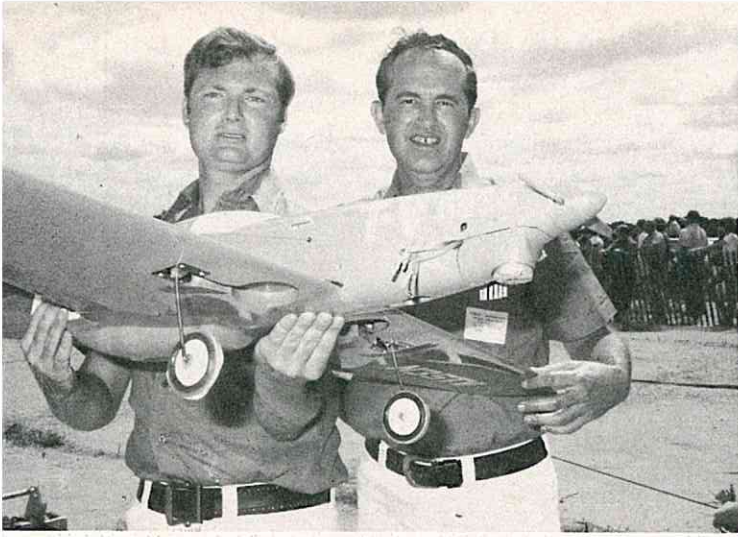
FAI Pylon came of age at the 1971 Nationals. The latest adopted RC event had a 49 pilot entry, planes were well developed and prepared, and the competition and speeds had many wondering if nitro is really needed in fuel after all. Despite heavier ships, mufflers, and 697 sq. inch minimum area, a blistering 1:53 was set by the team of Bob Violett and Cliff Telford in their march to first place in the International racing event.

First place was hotly contested by Californian Bob Smith whose superb flying kept him closer to the pylons than anyone else. At the end of regular competition the scores showed a tie between Smith and the Violett/Telford team. A simultaneous takeoff fly off proved the Eastern team's retract equip ship was 1/2 second faster than Smith's Miss BS despite Bob's tighter circuits. And so, for the first time in Nationals RC Pylon racing competition, the West Coast RC'ers saw their monopoly broken by the hard

working and deserved efforts of DCRC'ers Bob Violett and Cliff Telford.

Pilot equipment preferences clearly showed that the Miss BS — a Jeff Bertken and Bob Smith design — is most popular. A new Top Flite prop size — 9 x 7 — was also snapped up by pilots hungry for extra rpm.

FAI PYLON — 1971 NATIONALS DATA												
Place	Pilot	State	Plane	Radio	Engine	Prop-Make/Size	Weight	L/Gear-Retr.	Make	Plug	Muffler	Club
1	Violett/Telford	Md.	Miss BS	Pro Line	ST .40 ABC	T/F 9 x 8(mod)	5%		Romair Retr.	Fox	Original	DCRC
2	Bob Smith	Calif.	Miss BS	Kraft	Lee/K & B .40 RR	T/F 9 x 7(mod)	5%	—		K & B Idle Bar	KO	Valley Flyers
3	Terry Prather	Calif.	Miss BS	Kraft	ST .40 ABC (GMA)	T/F 9 x 8 1/4	5%	—		HP Products (hot)	Super Tigre	Valley Flyers
4	Chuck Smith	Calif.	Miss BS	Kraft	Lee/K & B .40 RR	T/F 9 x 7(mod)	5%	—		K & B Idle Bar	Silence-Aire	Valley Flyers
5	Bob Noll	N.Y.	Orig. P-51	Pro Line	K & B .40 RR	T/F 9 x 7(mod)	5%	—		Fox	Silence-Aire	Aeroguidance Soc.
6	Jeff Bertken	Calif.	Miss BS	Kraft	Lee/K & B .40 RR	T/F 9 x 7(mod)	5%	—		K & B Idle Bar	Silence-Aire	Valley Flyers
7	Hal DeBolt	N.Y.	Mr. (P-51) America	Orbit	K & B .40 RR	T/F 9 x 7(mod)	5%	—		Fox	KO	Flying Bisons
8	Vern Smith	Pa.	Orig. Bounty Hunter	Pro Line	ST .40 ABC	T/F 9 x 7(mod)	5%	—		Dynamic	Super Tigre	
9	Bob Bleadon	Calif.	Miss BS	Kraft	Lee/K & B .40 RR	T/F 9 x 7(mod)	5%	—		K & B Idle Bar	KO	Valley Flyers
10	Korpi/Roy	Calif.	Mod. Miss BS	Kraft	Mod. K/B .40	T/F 9 x 7(mod)	5%	—		Fireball (hot)	KO	
11	Tom Baker	N.C.	P-51 Skyglass	Kraft	K & B .40 RR	T/F 9 x 7(mod)	5%	—		Fox	Silence-Aire	Kings Mt., N.C.
12	Dan McCan	Calif.	Miss BS	Micro Avionics	Lee/K & B .40 RR	T/F 9 x 7(mod)	5%	—		K & B Idle Bar	Silence-Aire	Valley Flyers
13	Kent Landefeld	N.Y.	Orig. Gierke Design	Kraft	ST .40 ABC	T/F 9 x 8(mod)	5%	—		Fox	Cadillac	Flying Bisons
14	Pete Reed	Conn.	Orig. Miss RJ	Pro Line	ST .40 ABC	T/F 9 x 8(mod)	5%	—		Fox (short)	Super Tigre	
15	Whit Stockwell	Calif.	Miss BS	Kraft	Lee/K & B .40 RR	T/F 9 x 7(mod)	5%	—		K & B Idle Bar	KO	Valley Flyers
16	Ed Keck	N.Y.	DeBolt Calderon	Pro Line	Lee/ K & B .40 RR	T/F 9 x 7(mod)	5%	—		K & B Idle Bar	KO	Flying Bisons
17	Joe Martin	Calif.	Ballerina	Kraft	K & B .40 RR	T/F 9 x 7(mod)	5%	—		K & B Idle Bar	Silence-Aire	
18	Larry Leonard	Calif.	Miss BS	Kraft	Lee/K & B .40 RR	T/F 9 x 7(mod)	5%	—		K & B Idle Bar	KO	Valley Flyers
19	Jack Stafford	Calif.	Orig. P-51	Kraft	K & B .40 RR	T/F 9 x 7(mod)	5%		Goldberg Retr.	Fox	KO	Valley Flyers
20	Joe Stream	Calif.	Miss BS	Kraft	Wisnewski	T/F 8 x 8 1/2(mod)	5%			Fox	Wisnewski	Birds



LEFT: Bob Violet and Cliff Telford – top FAI Pylon team – set 1:53 mark in new Nats event. Retracts clearly made the difference for DCRC'ers. First time East has won Nats Pylon event. ST .40 ABC, Pro-Line radio, Rom-Air retracts. **BELOW:** Bob Smith and Miss BS were 2nd in FAI racing event. Flew tightest circuits nervelessly. Kraft radio, Lee-K & B .40, Top Flite 9 x 7 prop. **BELOW, LEFT:** Prather team, Terry and Al, had Miss BS. Placed 3rd in tough competition. ST .40 ABC (GMA), Kraft radio, Top Flite 9 x 8 1/2 prop.



BELOW, LEFT: Bob Noll, Endicott, N.Y. had neat red and white original P-51 for 5th place in FAI racing event. Silence-Aire muffler, Pro-Line radio, K & B .40 RR engine. **BELOW, RIGHT:** Jeff Bertken – co-designer of Miss BS – placed 6th with his Lee/K & B .40 powered version of popular racing ship. Kraft radio, K & B idlebar plug, most popular.



ABOVE: Chuck Smith flew white version of brother Bob's Miss BS to 4th place. Lee/K & B .40, Kraft radio, 9 x 7 prop.



(continued on page 63)

1971 a.m.a.
nationals

Highlights & Sidelights

*The Nats – A week that began as spectators,
contestants and airplanes waited to enter the NAS,
Glenview, Illinois.*



HIGHLIGHTS & SIDELIGHTS

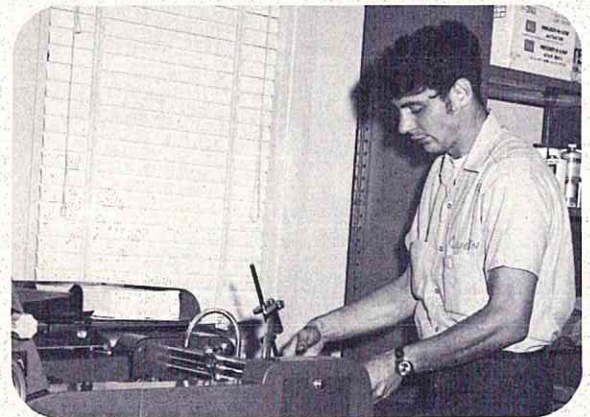
In closing – mostly you'll hear the Nats consists of pretty planes, and competition, of course, it's more. It's also a large serving of people being 'themselves' for a week. It's a competitor going out of his way to help you stay in the race; it's a Jim Fosgate of Pro Line staying up late at night fixing radios, including one made by another manufacturer; or working all night to repair crash damage and sleeping past the time to fly; or buying a kit to enter an event the next day; or tabulating results until the wee hours; or late board meetings where words take on new meanings; or a thousand other acts that are foolish but have meaning only another modeler can understand and appreciate . . .



*ABOVE: The Nats – a week of kids straining at the edge of
the field and happy to retrieve*

ABOVE, RIGHT: The Nats – a week of impressing pretty girls

The Nats – a week of behind the scene paperwork





The Nats – a week of lost kids and dogs . . .



The Nats – a week of minor cuts and bruises . . .



The Nats – a week of beauty queens . . .

The Nats – a week of camping out – and models too . . .



The Nats – a week of offering a kid a dream . . .

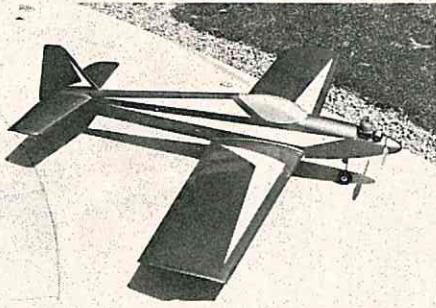


The Nats – a week to be in a crowd but still alone to contend with the laws of nature . . .

The Nats – a week where happiness is wearing your own 'Fly Navy' hat . . .



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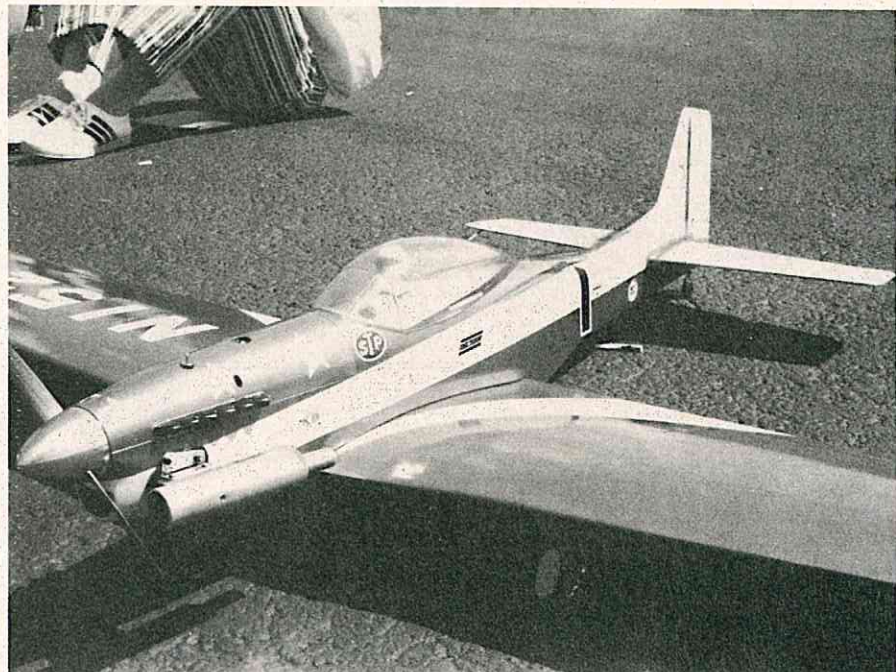
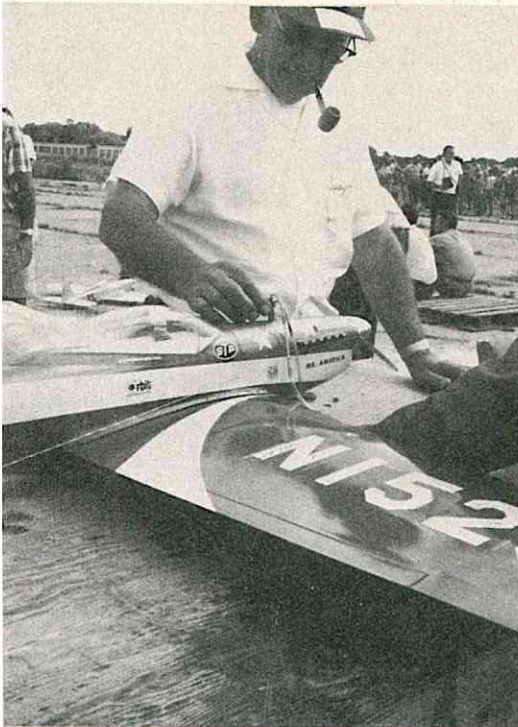
FAI PYLON

(continued from page 57)



Refuel stop — Hal "Pappy" DeBolt gets fuel recharge. All FAI racing ships used same nitro-less fuel. Mufflers required and 700 square inch flying surface area are other features of new racing event. Hal 7th in 1971 Nats.

LEFT: Gary Korpi and Luke Roy teamed for 10th in FAI Pylon event. Miss BS, Kraft radio, K & B .40 engine. RIGHT: Vern Smith's "Miss Bounty Hunter" had ST .40 ABC power, Pro-Line radio. Placed 8th in FAI Pylon. Ship weighed 5¼, used new 9 x 7 Top Flite props. BELOW: "Mr. America" was Hal DeBolt's original P-51 entry in 1971 Nats FAI Racing event. Placed 7th. 5¼ lbs., K & B .40 RR, Orbit radio, KO muffler.



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The PHOENIX transmitter is styled in a rich looking amber vinyl and operates on 12 Volts.* This extra voltage makes for a good solid output and longer operating time. All PHOENIX transmitters have a handy chromium carrying handle which is an added feature you will like. The stick assembly is the smoothest available and the Tx output meter is a true field strength meter. The charger is an isolation transformer and is not part of the transmitter. *PHOENIX regular is a dry 9 Volt system.

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The PHOENIX uses GE batteries which are considered to be in our opinion phenomenally reliable.

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The new PHOENIX receiver employs a field effect transistor which makes possible extreme sensitivity (1 mv). The new integrated circuit decoder uses a T2L chip which has very low current drain compared to others now being used. This new receiver has a very high selectivity and is housed in a new crash resistant case.

PHOENIX SERVOS

The servos are the World Engines newest S-5 and have the new integrated circuit amplifier. World Engines designed the bridge type servo amplifier which Signetics developed into a monolithic chip with the power transistors in the chip. This is a first for World Engines and Signetics, we believe. Their approach to the chip amplifier was to leave enough parts on the outside so various facets of the servo performance could be controlled; such as, resolution and the dead band. We think you will find that the excellent resolution and absence of the dead band in these servos is better than anything that is commercially available today. Extra S-5 servos may be purchased at \$24.99 each.

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These servos have a super-low profile. This is a limiting dimension in most small airplanes. Another nice feature about the LB-6 servo is that the racks work in opposite direction to the rotary output so there should never be any need to reverse the direction of the servo. This servo is compatible with the PHOENIX and is available for \$29.99 for each servo.

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\$159⁹⁹

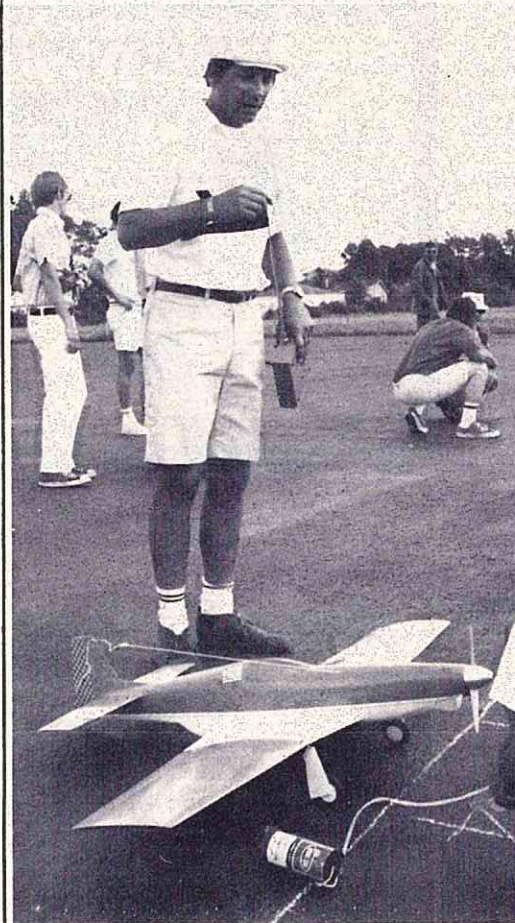
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4CH. SYSTEM WITH 4 SERVOS - The PHOENIX MASTER is a complete 4CH. system complete with nickel cadmium batteries for both the transmitter and receiver and charger, 4 RS-5 mini-servos, switch harness and servo trays. Includes meter and Buddy Box connection.

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Bob Bleadon is new to Pylon racing, placed 9th creditably. Miss BS, K & B .40, Kraft radio.

Ed Keck, of Flying Bisons used DeBolt Caldron for 16th in FAI Pylon event. Pro-Line radio, Lee/K & B .40 power. (U.S. Navy Photo)





LEFT: Tom Baker came from King's Mountain, N.C., with Skyglass P-51 for 11th in FAI event. D.C. May helped. K & B .40 RR had Fox plug. Kraft radio. CENTER: Dan McCann (r) refuels "Big Tomatoe", his Miss BS, for next FAI heat. Fuel supplied by Frank Garcher of Midwest Products. Andy Wright furnished fueling units. Pete Reed (l) waits service from Mark Smith who ran FAI service station. BELOW: Kent Landefeld of Flying Bisons came to compete with P-40Q design by Dave Gierke. Placed 13th. ST .40 ABC, Kraft radio.



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Racing veteran, Pete Reed, placed 14th in FAI Pylon. Original "Miss RJ" had ST .40 ABC power, Pro-Line radio.

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Ballerina was Joe Martin entry in FAI for 1971 Chicago Nats. 5½ lbs., K & B .40 RR.

Hard luck plagued Larry Leonard. Tree landing caused major damage, field repaired in hurry with lots of help prevented event wash-out. Placed 18th.



Whit Stockwell had Miss BS for 15th place. K & B .40RR power, Kraft radio, KO muffler.



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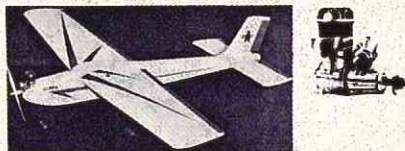
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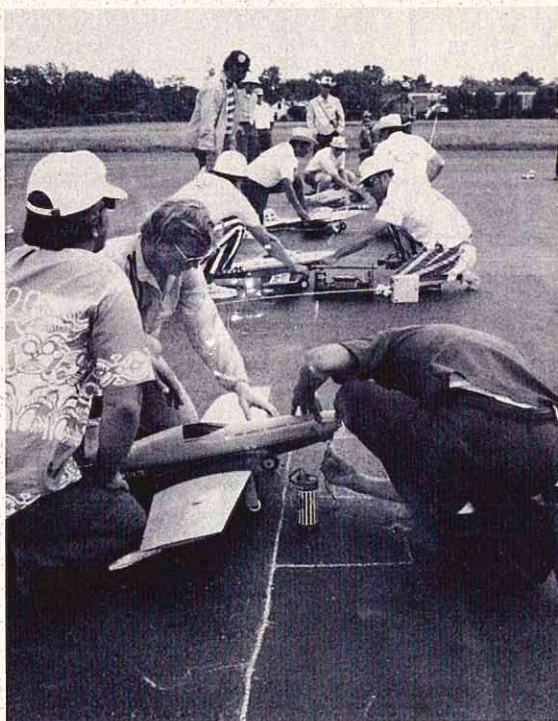
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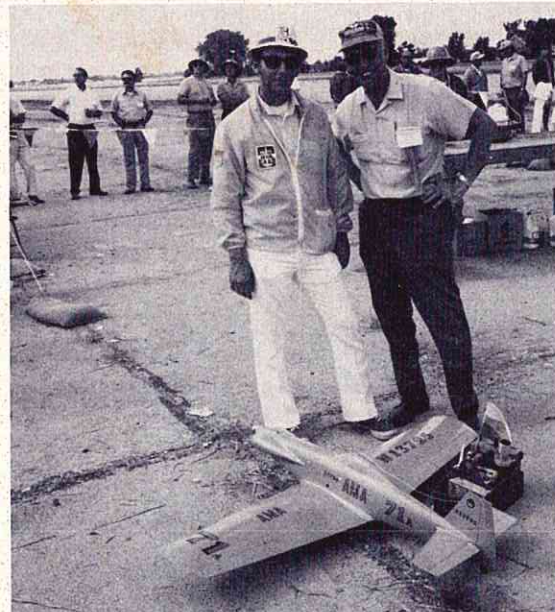
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Joe Stream cranks Miss BS for qualifying heat. Sam Crawford holds Wisniewski powered FAI racer.



On the ready line... FAI heats are fast, fuel limit barely noticed in 1:55 speeds. Lines moved well also with adequate officiating, handled record number of entries.



John Brodbeck and Martin Ballerina and friend. John interested in K & B engines, most popular mill in Pylon racing.



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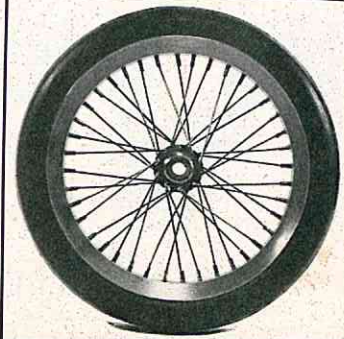
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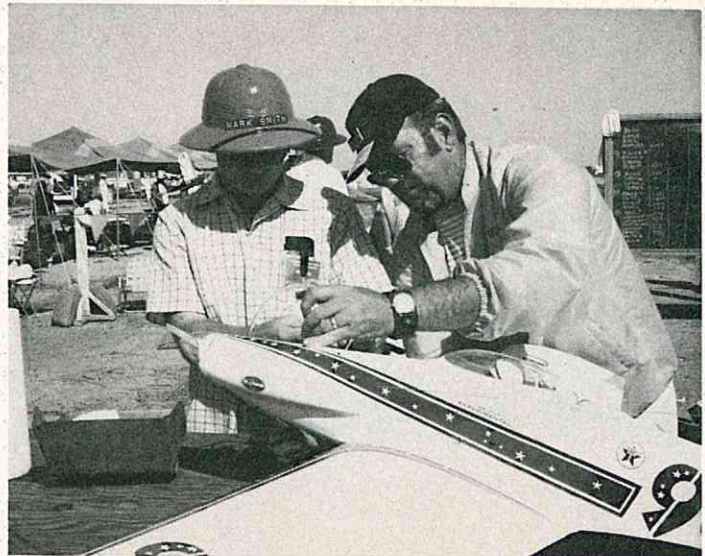
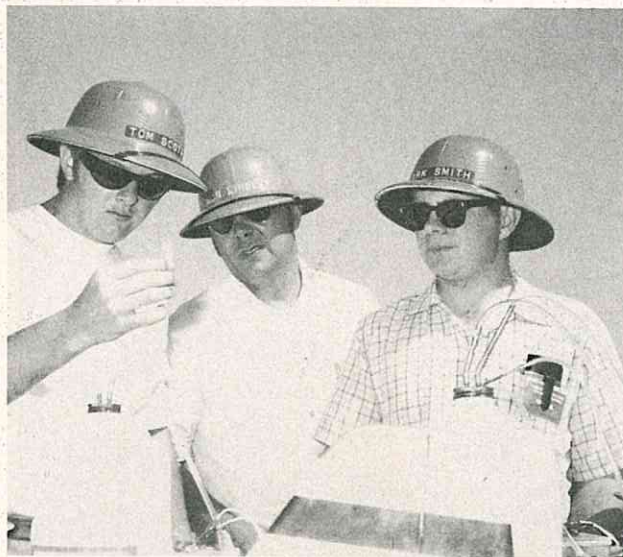
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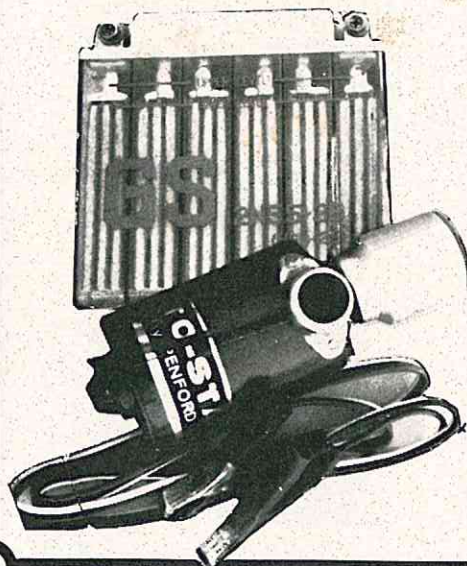
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Fuel confab — officials Tom Scott, Don Lindley, and Mark Smith made hydrometer checks for nitro content in fuel samples. FAI racing prohibits nitro use . . .



Minnow II gets FAI fuel during qualification round. Bob Upton checks Mark Smith refuel operation. Ship had Multicon retracts, Kraft radio, Lee/K & B .40 engine.

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Bob Upton gets Jack Fabbri prompting in FAI qualifying round. Calling turns remains critical element in 'slower' FAI event.

FAI racing event had excellent turn out. Ships well developed, competition keen. Here entries get parked after receiving standard nitro-less fuel.



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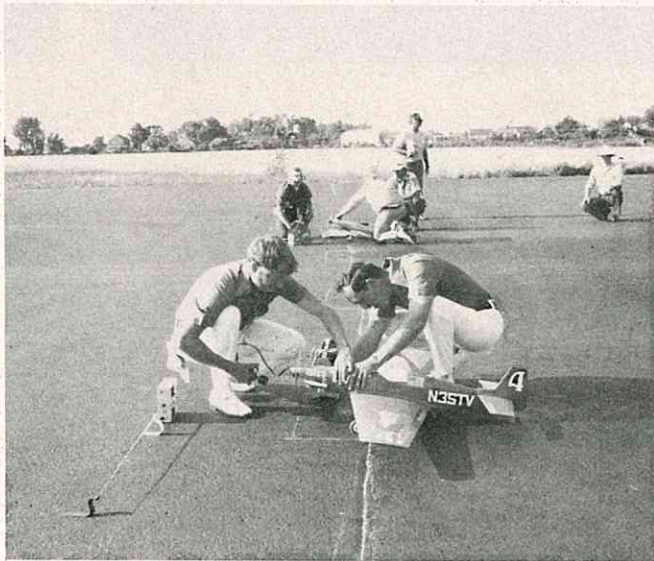
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Platypus was original entry by father-son team of Adam and Bryan Sattler, veteran fliers from Delmar, N.Y.

1st Nats FAI Pylon event had exciting fly-off finish, Bob Smith of California vs Violet/Telford of Virginia. Retract equip eastern ship edged Smith in close finish.



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ABOVE: Neat Bushey-McGrew scale replica was entry in FAI event by Tom Kelley of Lansing, Michigan. Keith Rider R-2 was popular designation. 5½ lbs., K & B .40, Kraft radio. RIGHT: Doug Spreng had Miss BS equipt with new Murphy muffler. Interesting variable expansion chamber design. Simple. BELOW: "Susie Q" is original P-40Q design by Dave Gierke of Buffalo, N.Y. Neat racer well done.





Howard "Pete" was scale rendition for FAI event by Alex Chisholm, AMA Dist. X V.P. Kraft radio, K & B .40.

Jr. entry in new FAI event was by Jimmy Hiller of Chicago. DeBolt Cobra had Goldberg retracts, weighed 5 1/4 lbs. Pro-Line radio. Bill Hiller helps check fueling.



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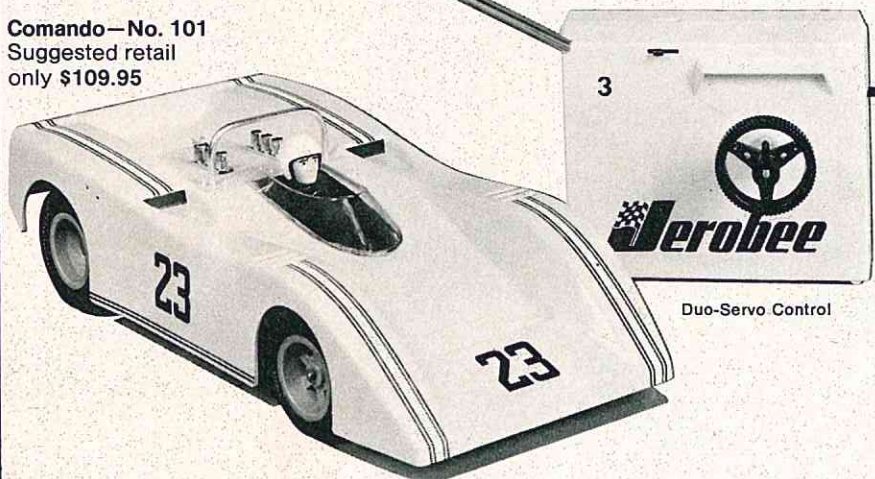


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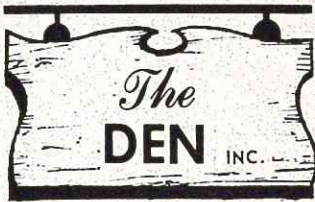
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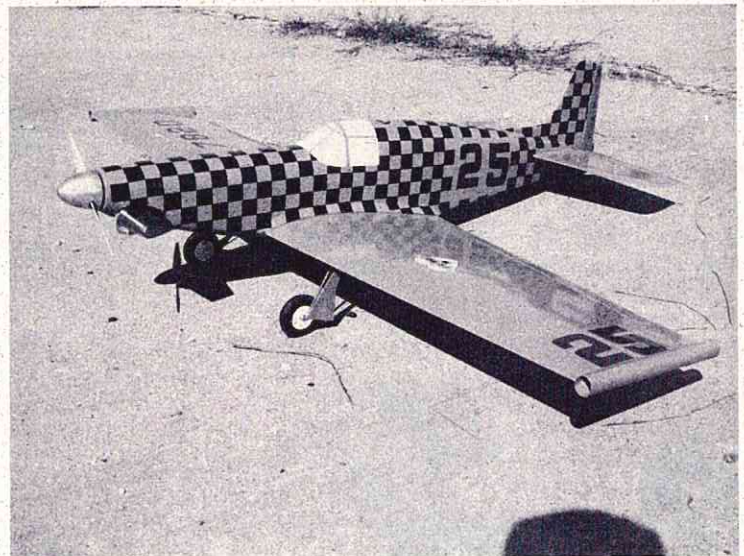
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Original by Bud Atkinson reflects Mid-West interest in FAI event. 6 1/2 lbs., PCS radio, ST .40 ABC engine. FAI popularity growing. Airfoil muffler from Al's Hobby.

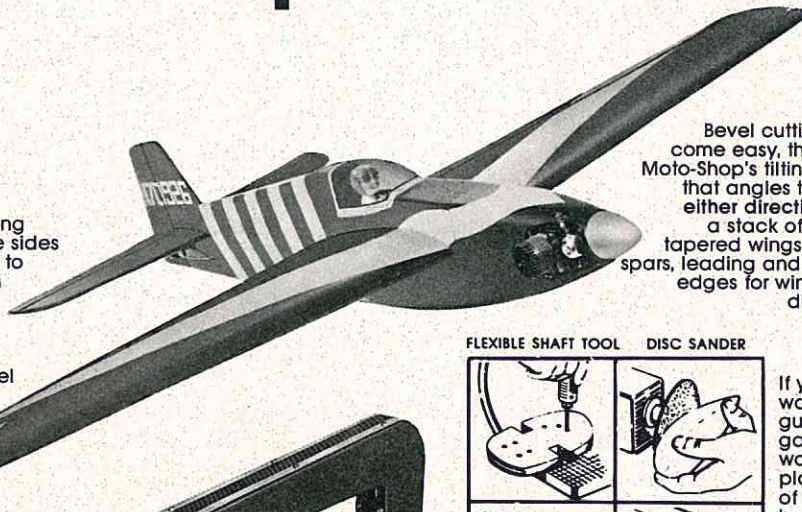


All FAI racing entries received muffler DB check for AMA research effort. Don Lindley conducted research. Here Alex Chisholm cranks for reading.

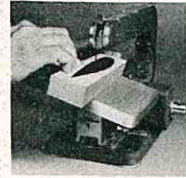
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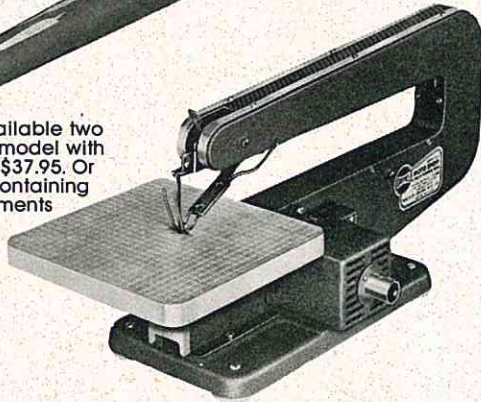
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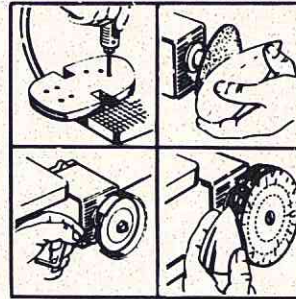
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DB meter is inexpensive device available at Allied Radio Shack outlets. Here Don Lindley takes reading.



Muffler noise output was measured at 15' distance. Don Lindley collected data for muffler research effort. Measuring sound complex . . .

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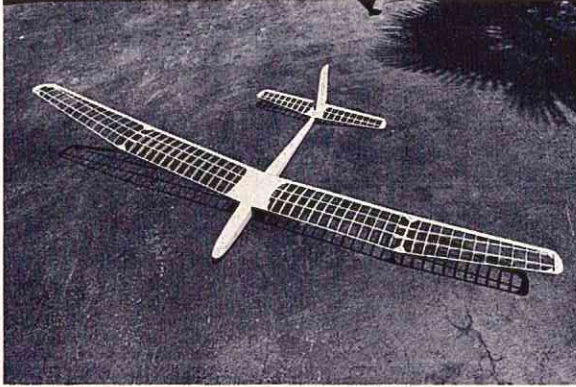
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2	Earl Harting	Moraine Saulnier	Original	145	257.5
3	Tom Cone	PT-17	Kit	150	250.5
4	Loretta Hall	Yak-18P	Kit	155	239.5
5	Nate Rambo	FW-190A	Kit	85	232
6	Dick Tichenor	Travelaire	Original	135	228.5
7	Dan Reiss	Corsair	Kit	115	226
8	Colby Evett	PT-17	Kit	115	208.5
9	Harry Apoian	Waco PG2	Original	110	209.5
10	Jay Replogle	Citabria	Kit	95	186.5
11	Tony Paleno	P26A	Original	170	182
12	Pat Byrne	FW-190D	Original	105	152
13	Joe Pittner	Rearwin	Original	80	128
14	H. Wardak	Boeing 727	Kit	115	115
15	Enrique Saa	Spitfire	Kit	110	110
16	Ron Clem	F8F Bearcat	Plans	-	21.5
17	Hugh Myers	Sperry	Kit	-	-

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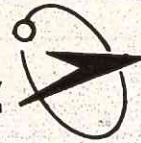
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Jack Stafford's winning Aircoupe racked up 170 scale points for a winning total of 291 points.



Earl Hartings original Moraine Saulnier, 2nd place California Scale winner.

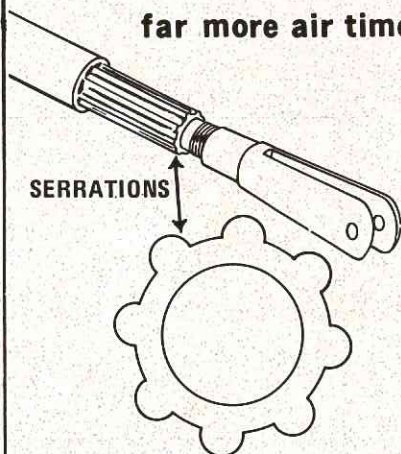
The winners, left to right: Nate Rambo (5th); Loretta Hall (4th); Tom Cone (3rd); Earl Harting (2nd); Jack Stafford (1st).





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ABOVE & BELOW: Loretta Hall approaches the spot with her venerable YAK-18P built from Sig kit. (4th place).



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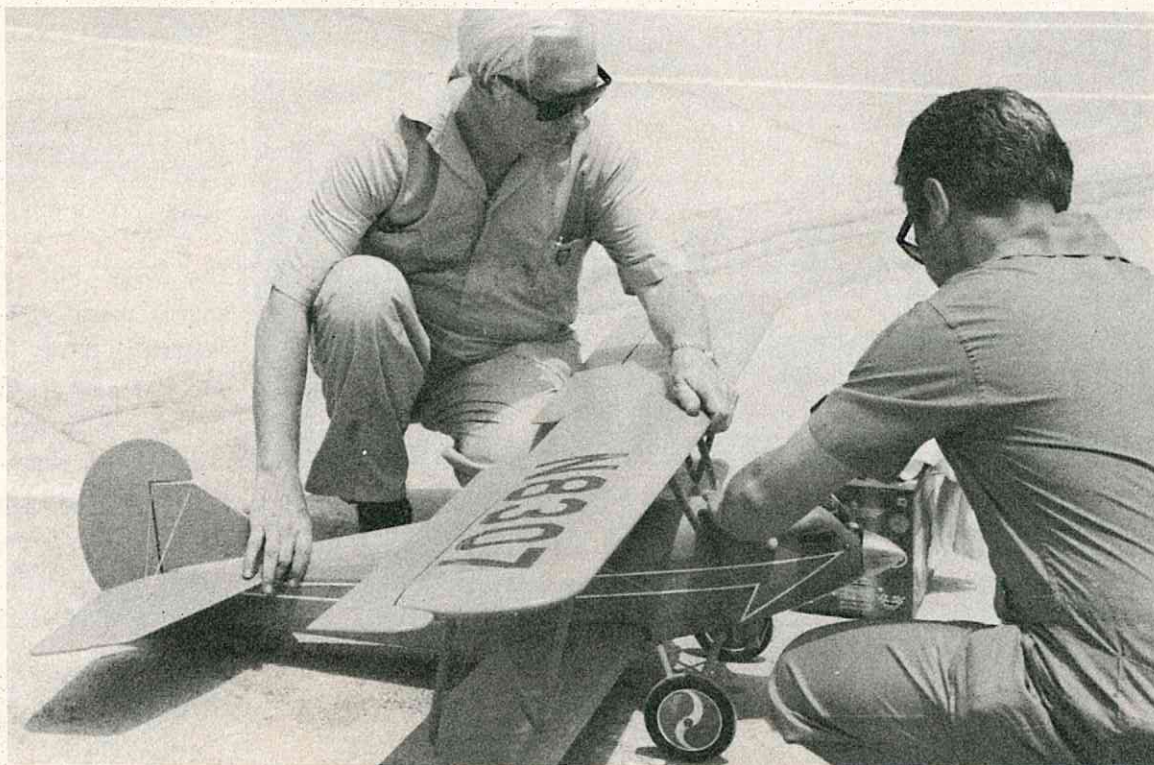
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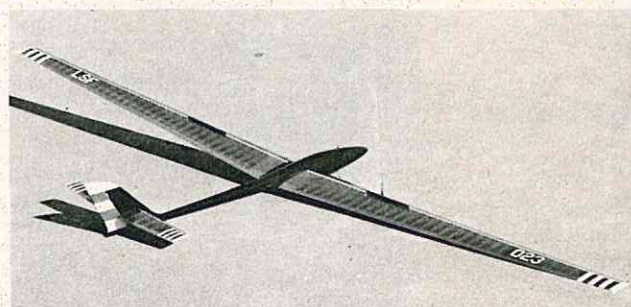
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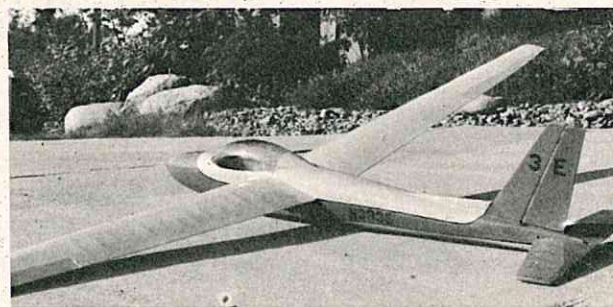


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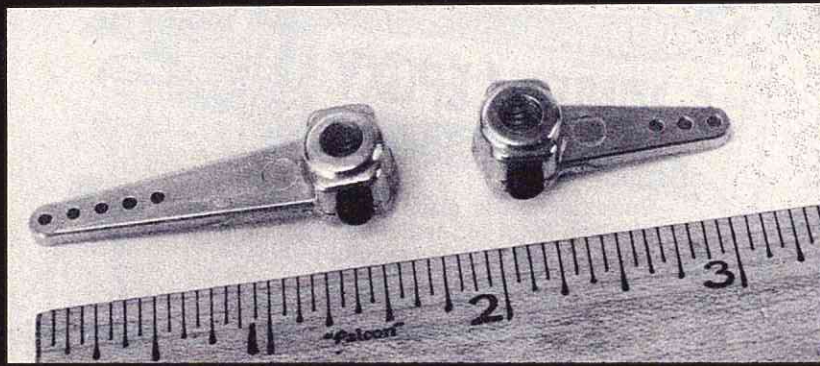
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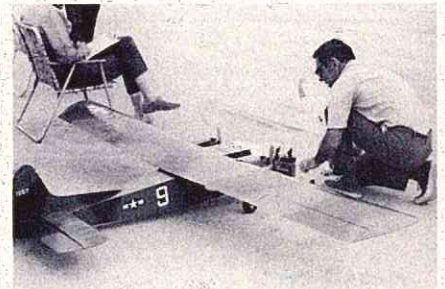


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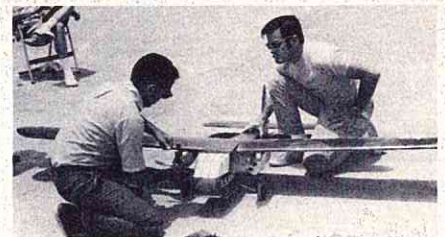
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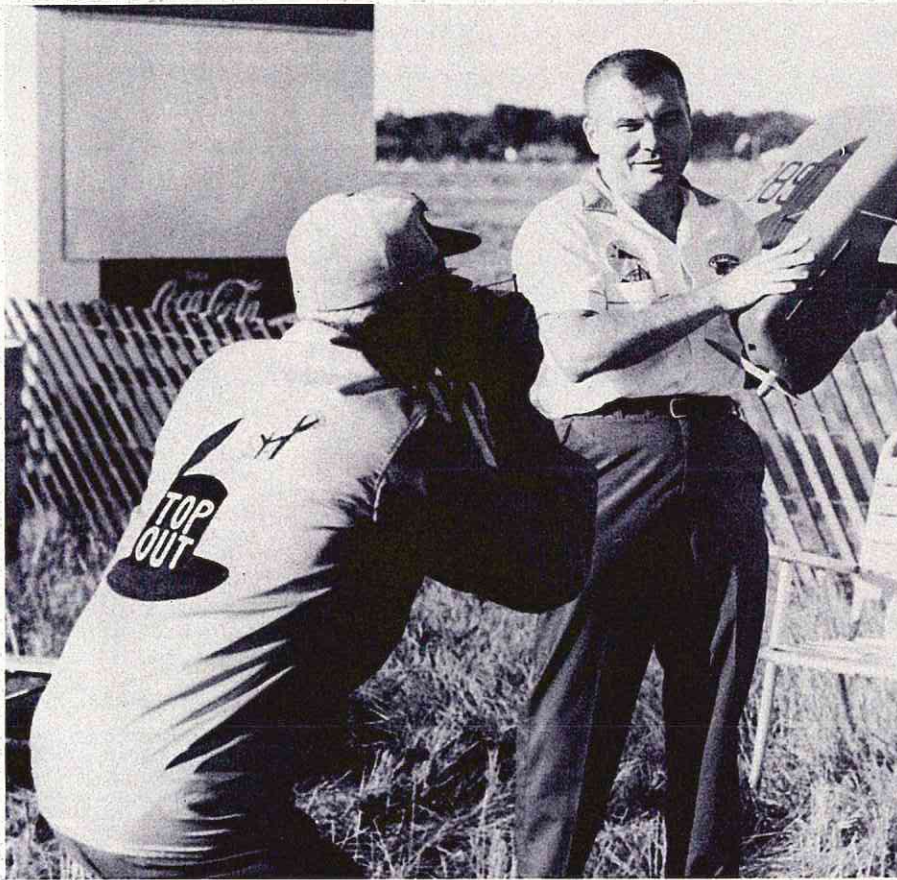
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Top Out at work at the 1971 A.M.A. Nationals. Photo courtesy of Bob Underwood, Greater St. Louis Modeling Association.



Photo sequence shows fantastic scale detail and finish on Tony Paleno's P-26. Original design model did not place due to completion of only one flight.

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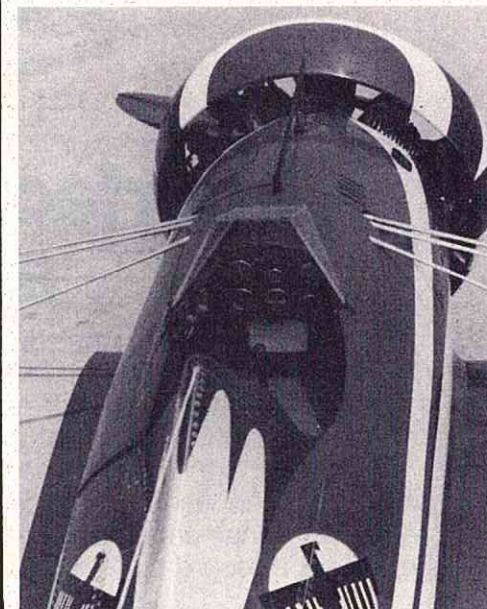
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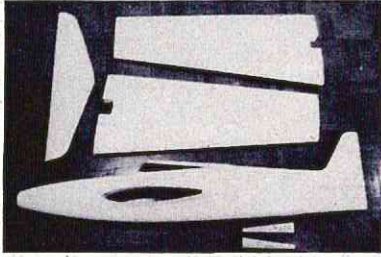
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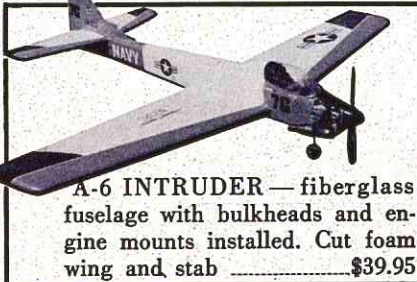
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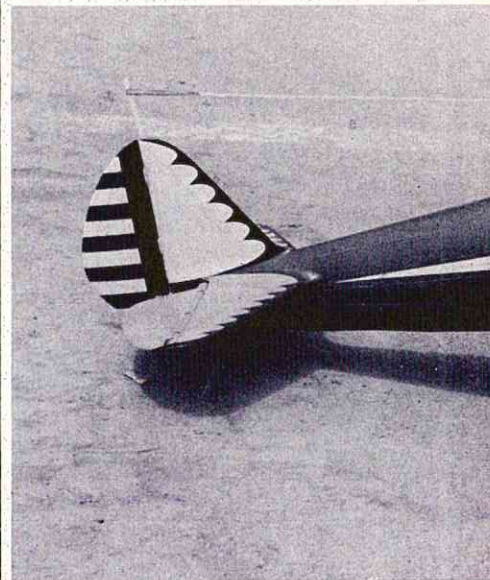
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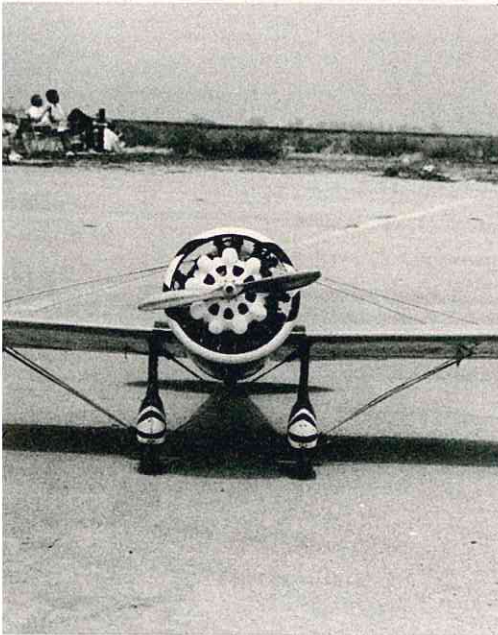
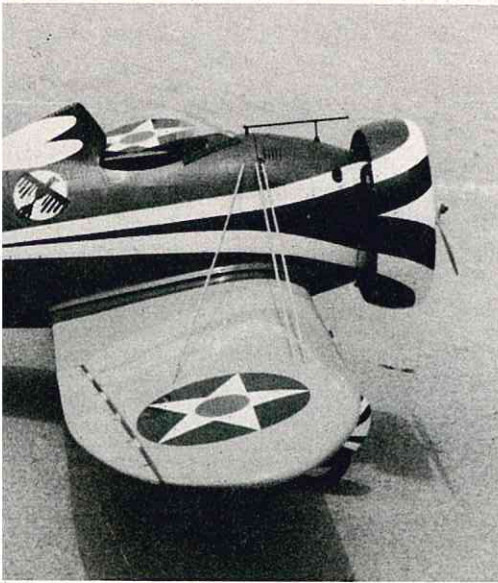
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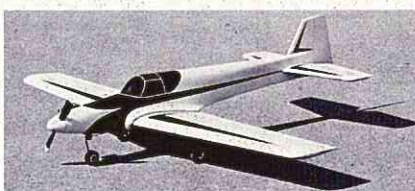
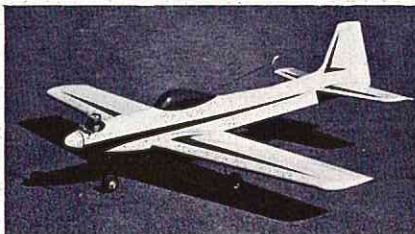
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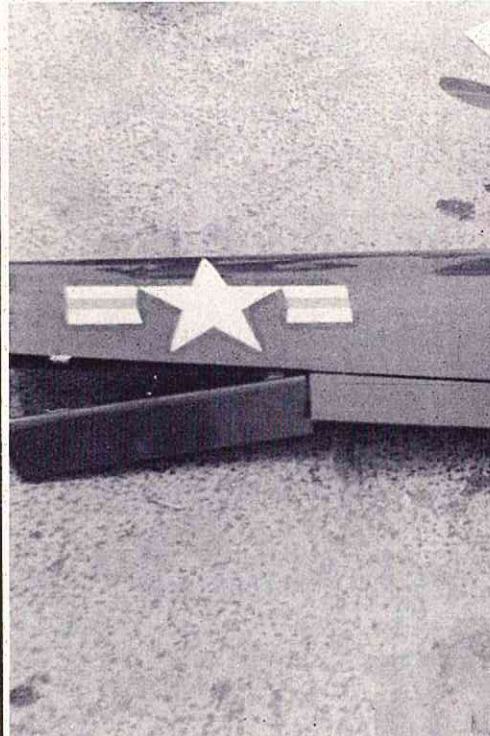
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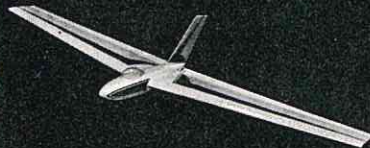
Ron Clem's F8F Bearcat suffered 2nd flight mishap.



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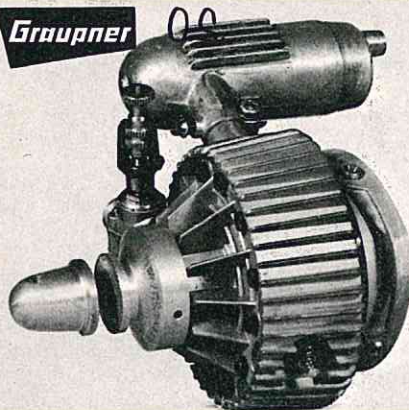
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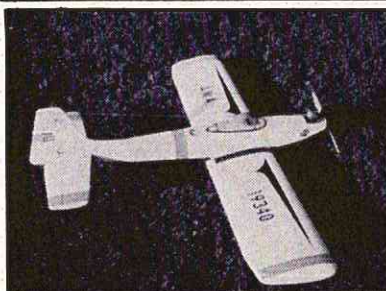
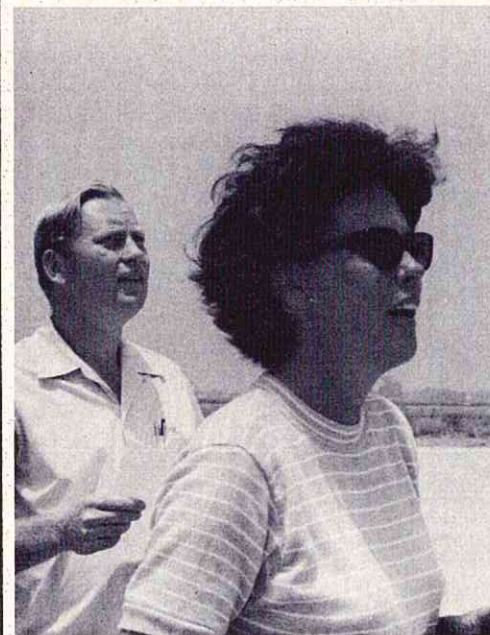
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A BEGINNER GOES TO THE SOARING NATS

(continued from page 49)

or more flights getting the five required spot landings.

Then came my long flight. An exhilarating 13 minute accident! I really didn't know why it stayed up but found if I kept its nose directly into the wind it would stay put! No gain, no loss, no turn - - - BIG DEAL! At this point I sez - - If that's all there is - - Well. . .!

Passing through Oklahoma City a few days later I had occasion to demonstrate my Hi Start to Ted White using his Phoebus (which I had built for him). Anyway, on the 3rd attempt I got an 8 minute and 45 second flight doing exactly the same thing I had done with the Foka!

So then I wanted to know why, and the huge quandry - I only had one Formula I plane left and Formula I and the Sailplane Nats conflict - - one can't do both. My curiosity won and I borrowed the Phoebus back up ship and it was off to Chicago to see about this Sailplane jazz. Remember nowhere in my above chronicled trials was any advice from any one who knew, nor was any guidance given. That's why I'm a Beginner - I don't know anything!

So now we arrived in Chicago on Saturday night, checked into the Holiday Inn - - after a couple of calls to Dave Burt, who gave directions on how to arrive at the flying site; stayed up till 2 A.M. MonoKoting an Airtronics Olympic fuselage and tail in a last minute and very vain attempt to get a better plane (I was unable to finish the wing so no Olympic for this contest!)

After too few hours of sleep, filled with Soaring dreams, I drove to the field and, with luck parked next to some guy unloading sailplanes - O Boy, O Boy, now I'm finally gonna meet somebody who knows what it's about. I introduced myself to them and it turns out I've met Rod Smith and company of the Harbor Slope Soaring Society. I explained how little I knew (told everything I did know in about 38 seconds!) and asked for advice and then concentrated intently on all that was forthcoming.

We unloaded our cars, assembled our planes and headed for the winches which were in the middle of a cool, green park. Boy, is it a beautiful site, and right in the middle of a permanent

thermal which is called Chicago. Sunday was devoted to test, fun and demonstration flying, so that's what we proceeded to do. After I started to assemble my sailplane, up walked a friendly face - none other than a fellow Texan, Al Dolnoki, formerly of Darien, Conn., and recently transplanted to Houston. Al could also see I knew nothing of the great game of Soaring so he gave unlimited advice and patiently explained, as often as necessary, what was to be done.

Well sir, up we went on our first power tow with considerable apprehension because they go so very high! When the Foka came off the line it was as high as it had ever been before! Before I go on let me explain a couple of other things - On the way over to the flying area from the parking lot, Rod Smith was saying, "Boy, this is great - you can feel the thermals!" To which I replied, "Ugh - I guess so, I don't know what they feel like."

Before I went up on the first power launch, I had had at least four different people tell me how bad their Foka had been. One analogy offered was that it was a real "Turkey". (Note: compare the flight profile of a Turkey to that of an Eagle for true meaning!)

So now back to the launch - - here I was higher than I'd ever been and, as the line released, I bet the Foka jumped another 30 feet - Al said, "Turn right, turn right" and followed with other appropriate directions and pretty soon a fellow wanders over and sez, "You got a couple of minutes already - want a watch on it?"

"Sure why not", I reply in my best nonchalant tone trying desperately to hide my fear that the Foka was a goner and would soon disappear in the clouds. Sometime later Al pointed out a sensible way to escape the thermal lift and when I finally landed it had been a 15 minute plus flight!

Now here goes Rod saying to everybody, "Boy, I know his kind. Says he knows nothing and flies a turkey for 15 minutes!" Everybody laughs - and I'm glad they're not mad and grateful that much good advice continued to be forthcoming. The remainder of the day was spent test flying and adjusting and after a good nights sleep I began my first sailplane contest - - - The National Soaring Championships!!

We flew 6 rounds of FAI Class A competition wherein the object is to fly exactly 10 minutes (time starts at towline release) and land on a prescribed spot for an additional 25

points! You receive one point for each second of flight (for a max of 600) and lose one point for each second over 10 minutes you fly. Thus the magic number is 625 points per flight. Needless to say the winners scores were in the vicinity of 3700 points, as the name of the game was consistency! (It was really easy, as I said, all of Chicago is a thermal and even I, a real beginner, managed a 9:57:00 flight with a scale "Turkey" and was not last, to boot!)

I owe many thanks to many wonderful people who made it all so worthwhile. I also encourage you to jump in with both feet and learn to appreciate real flying skill as I have. First and foremost my thanks to Rod Smith (of "Windward" kit fame) and his sons Mark and Jeff for their help and advice and encouragement as well as all-American inspiration! They're a really fine family!

Also, I'm grateful to Al Dolnoki for the hours of practical lessons and directions. I know the only way to repay him is to pass it on to all of you who are interested in such games and great sport.

Then there's the SOAR group from Chicago. These guys are really a great bunch. They worked the likes of which is hard to believe, and achieved a resounding success! People like Dave Burt the CD, Cas. Pels, John Neilsen, Dr. Hall, Jerry Nelson, Carter Carlsen, and Don Press and each and every one—all truly giants among men, yet every one to the man—so willing to help us "new guys".

Such will make this grand sport live forever! □

1971 SPOKANE INTERNATS

(continued from page 12)

Crawford and Eugene Bartel respectively. The sailplane contestants were hampered by high winds on both Friday and Saturday, with intermittent rain showers throughout the day. Two electric winch lines were used, both provided by the Air National Guard. The lightweight sailplanes were buffeted quite frequently by high winds and some of the contestants neglected to fly due to this fact. The final sailplane rounds were completed in an hour and a half's time.

The AMA Scale event was flown on Saturday afternoon with low clouds and occasional sprinkles prevailing. Although there were fewer Scale entries this year, the quality of workmanship and the flying was excellent with a 12

year old RC'er, Jon Stamm, entering an immaculate Aircoupe and placing first overall in R/C Scale with a total point standing of 8,748. Simon Dreese was second with a Chipmunk with a total of 7,327 points. Bob Gillespie and his Yak 9 placed third in this event, followed by Carl Martin with a VK Nieuport in fourth place.

In A Pattern, the 12 year old Scale finalist, Jon Stamm, led the event after three rounds the first day. Merle Hoem, of Seattle, took the lead after six rounds and went into the finals in first place. It is interesting to note that Merle is only 19 years old. Jon Stamm entered the finals in second place to compete against Merle Hoem, Don Miller, Gwynn Meyer, Fred Smith and Dale Lockhart.

At the conclusion of the finals, Gwynn Meyer from Seattle was victorious in the A Pattern event, followed closely by Jon Stamm, who had already taken first in Scale and was now becoming a serious challenger for the Governor's Trophy. Third in A Pattern was won by Don Miller, with fourth place taken by Fred Smith, and Fifth by Merle Hoem.

In B Pattern there were only five contestants, with Wayne Duncan going into the finals with 604 points, followed by Dennis King with 546 and Bob Benson with 502 points. At the conclusion of the fly out, Wayne Duncan, from Seattle was first with Dennis King, second; Don Griffin, third; and Leroy Bangert, fourth.

In the C Novice Pattern event, Roy Foote, of Seattle was first, followed by Pete Paskuski, and Pat Holland of Salem, Oregon. Pat, won first last year at Spokane in A Pattern. Fourth place was taken in the '71 event by Terry Muggli, and fifth by Keith Moore.

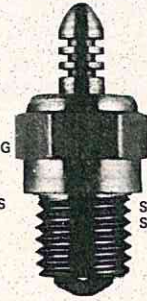
In the hotly contested main event, C Expert, Dr. Ralph Brooke won with Joe Bridi taking second, and Steve Ellison of Salem, Oregon, third. Fourth place in the event was won by Jim Spurlock and fifth by Tim Bartel.

The Formula I racing event met its share of accidents due to the fairly windy conditions existing throughout the day and after the 20 heats, Bob Root was victorious with a time of 1:47.6, followed by RCM's Joe Bridi and Bob Pailithorp from Portland, Oregon. Fourth and fifth place in Goodyear went to Don Schuy and Simon Dreese, respectively.

Capturing a double victory, Bob Root turned in the fastest time in Formula II with second place going to Don Schuy and third to Paul Cole.

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The final presentation of trophies was made by Lt. Colonel Hepker and Colonel Lyle Scott with the Grand Champion Trophy and Governor's Trophy going to Bob Root, of Bellevue, Washington. 12 year old Jon Stamm, who turned in an incredible performance at the 1971 Spokane



ABOVE: Ralph Brooke with his Gladiator and a 1st place Pattern win. RIGHT: 12 year old Jon Stamm and winning Scale Aircoupe.

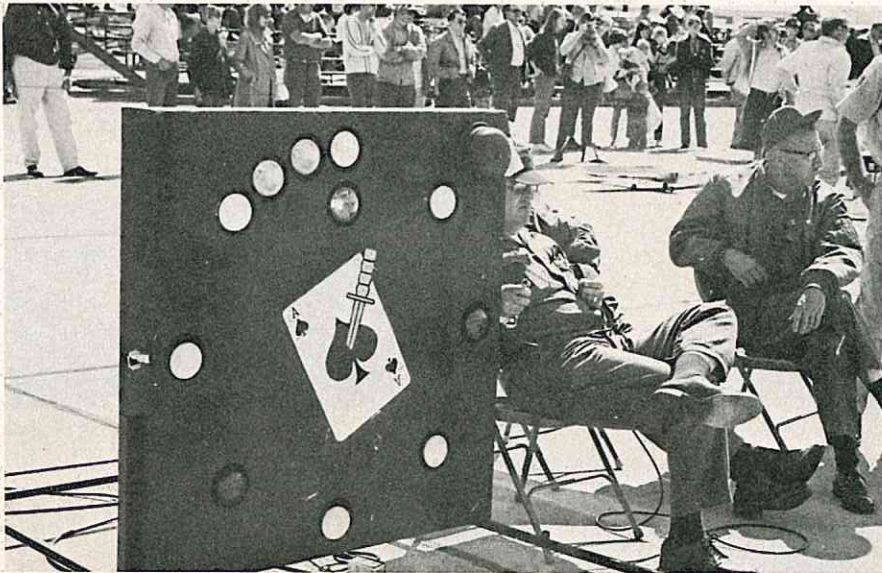


ABOVE: A near miss in Formula I. BELOW: Helicopter provided by ANG to take CD's to all flying sites.





Pylon starting line at Spokane.



ABOVE: ANG Pylon Starting lights. BELOW: Formula 1 finals heat.



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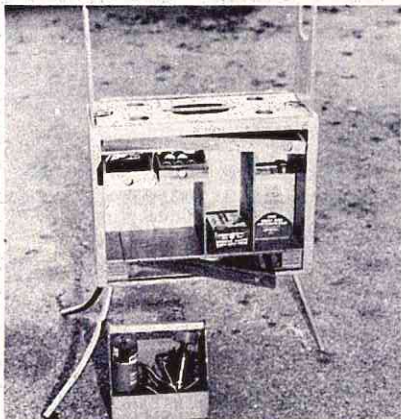
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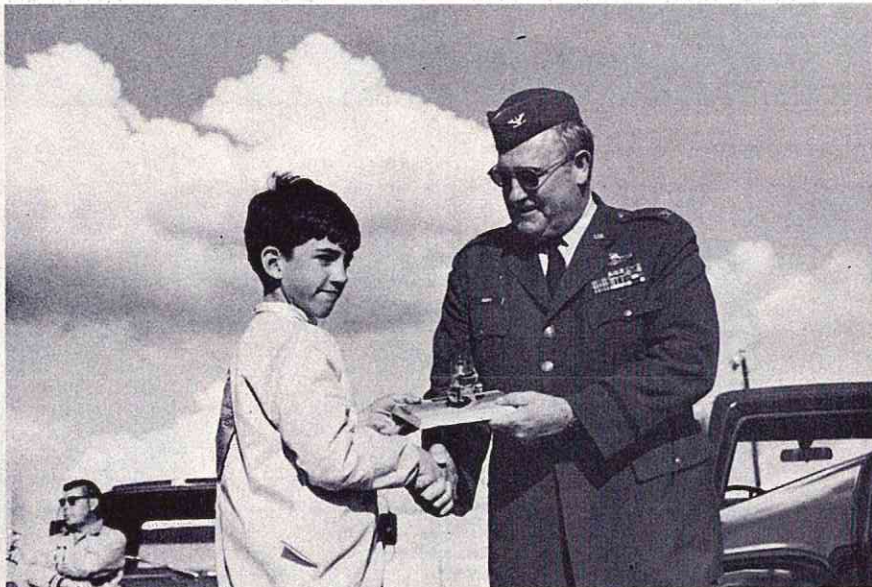
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Internats missed the Governor's Trophy by one point. The Sportsmanship Trophy went to Don Griffin of Wenatchee, Washington.

The non-flying highlights of the event included exhibits by various manufacturers and the Internats banquet where Johnny Clemens, the AMA President from Dallas, Texas, brought the Academy message to those attending the banquet in his own

inimitable humorous and informative style.

Over all, an atmosphere of good fellowship, companionship, and outstanding sportsmanship was evident throughout the meet. In fact, the events had to seem to be appreciated and the Washington Air National Guard deserves the accolade of the entire R/C fraternity for their efforts at the 1971 Spokane Internats. □



Jon Stamm: Top junior in Pattern and 1st in Scale.



Joe Bridi: Second in Formula I.

Bob Root accepting the Governor's Trophy. Bob 1st in both Formula I and II.

